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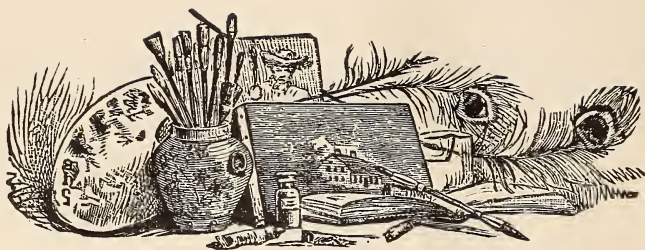
ALL ABOUT THE GOLDEN STATE.

How to Go There, Topography, Climate, Soil,
Products, Prices of Lands,
Cost of Living, Etc.

CLIMATIC AND OTHER MAPS.

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THE ALTHROP PUBLISHING AND MAILING HOUSE, CHICAGO
PRICE, 25 CENTS.

1877



PREFACE.

The following pages have been prepared with the idea of meeting the rapidly increasing demand for information concerning California. It is the purpose to state facts as they will be found upon investigation to exist. Particular attention has been given to those contemplating taking up a residence in California, and to tourists in search of health or pleasure. It also serves as an introduction to strangers, and besides, contains much matter of interest to the general reader.

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CALIFORNIA.

California, the second largest State in the Union, has an area of 100,500,000 acres, and contains a population of but little over 1,000,000. The State extends in a northwesterly and southeasterly direction about 750 miles, with an average breadth north of Monterey of 200 miles, and south of that point, of 300 miles.

The two prominent physical features, extending through nearly the entire length of the State are the Sierra Nevada Mountains on the eastern border, and the low Coast Range, or rather, belt of ranges bordering the sea coast on the west. Between the two, lies the great valley of California, drained from the northward by the Sacramento, and from the southward by the San Joaquin rivers, and these uniting near the middle of the length of the valley, pass westward into San Francisco Bay, and thence to the Pacific Ocean. The two rivers receive nearly all their water from the Sierra Nevadas, the streams flowing seaward from the Coast Range being insignificant.

The climate, which has attracted tourists, health-seekers, and emigrants from the Eastern States and Europe, is undoubtedly the best in the world. The climatic influence of the Japanese current ("Kuro Sivo" or "Gulf Stream of the Pacific") along the coast of California, is felt throughout the State. This immense river in the Pacific Ocean is heated by the equatorial sun; flows due north, and at the Aleutian Islands courses to the west coast of America; thence running south and along the shore line of California, its softening effect extending about two hundred miles inland. During the winter months this advantage is fully appreciated, and accounts for the mild and even temperature. From these causes the mean temperature of the entire State is nearly equal the year round. In summer, the northwest trade winds blowing from the arctic region cools the atmosphere, which would otherwise be excessively hot.

Those who have never visited the central and upper part of California, entertain the idea that the fine climate of the State exists only in Southern California. This is an error, for as far north as Redding, Shasta County, the difference in temperature is so slight as to be hardly perceptible. Many are astonished when told of oranges and other tropical fruits being grown throughout the State, when in fact, there are but few places in California, where all fruits will not grow and do well, and it is also a fact, that the oranges grown in Colusa, Sacramento, Butte and Shasta Counties, ripen as early as November 1st, two months in advance of Los Angeles, Riverside, Colton and other southern California points. A glance at the "Climatic Map" of California compiled from official sources, will demonstrate this much better than words will explain it. Among the Sacramento and San Joaquin valley foothills of both Sierra Nevada

and Coast Ranges, is found the most delightful climate in the world, a veritable paradise; free from chilly winds, fogs or malaria, and with a pure and invigorating atmosphere. The length of the Sacramento valley from its extreme, a few miles above Red Bluff, Tehama County, to the Calaveras river, in San Joaquin County is about 160 miles. From a width of about 7 miles opposite Red Bluff the valley widens to about 15 miles near the Tehama line, and then suddenly expands westward, assuming its average width of about 40 miles, and at Suisun Bay its maximum width of 60 miles. It is well watered by tributaries of the Sacramento River, among which are the Pitt, Feather, McCloud and American Rivers. These are all quite large and flow from the Sierras. There are also many smaller streams affording ample water supply at all seasons. The Sacramento River is navigable from San Francisco to Colusa and Red Bluff the entire year, a distance of about 225 miles. The head waters abound in trout, and salmon are taken throughout its entire length. Water can be found anywhere in the valley at a depth of from 10 to 30 feet. There are few artesian wells in the valley, being quite unnecessary, as the rainfall averages from 20 to 35 inches annually, it being sufficient for all purposes. The rainy season commences about November and ends in March, but frequently it rains in April, May and October. Among the Sacramento valley counties are Sacramento, El Dorado, Placer, Butte, Tehama, Shasta, Siskiyou, Colusa, Lake, Napa, Solano, Yolo, Sutter, Yuba and Nevada. Besides having a navigable river, Sacramento valley is well supplied with railroads. The California and Oregon runs from Sacramento northward on the east bank of the river, and at Tehama forms a junction with the California Northern running on the west side of the river from Davis. The California Pacific runs from San Francisco to Sacramento, also the main line of the Central Pacific. The Sacramento and Placerville Railroad Branch, runs from Sacramento to Placerville, a district noted for its famous mines, and of late for its productiveness of citrus fruits. There is also a line from Woodland to Knights' Landing, a short line from Marysville to Oroville, and several other lines now in course of construction, penetrating Lake, Mendocino and other counties, and furnishing ample facilities for traveling and transportation of freights of all kind.

The San Joaquin valley is so great in extent that a more detailed description would be necessary, and then would but partially do it justice. The valley extends from Caliente on the south, to Stockton on the north, a distance of over two hundred and fifty miles, and will average 60 miles in width. On the east side are the Sierra Nevada Mountains reaching an altitude of from 7000 to 15,000 feet above the sea level; on the south are the Tehachapi Mountains about 3000 feet and on the west are the Coast Range, also about 3000 feet. The San Joaquin River courses 150 miles through the valley, and is over 300 miles in length from the source to its confluence with the Sacramento. There are also the Stanislaus, Cressey, Kings and Kern Rivers and many smaller streams. Through the center of this great valley the Southern Pacific Railroad passes to and fro. Also their line from Goshen to Huron in the Mussel Slough country, and a branch from Berenda to Raymond. Other roads are now being constructed. There are many canals, irrigating ditches and artesian wells in the valley. The Raisins grown in this district are superior in size, quality and flavor. The climate and soil of the valley seems particularly adapted to the growth and production of all kinds of fruits and berries, producing fruit of excellent flavor in three years from time of planting. It is warm and healthful, and no matter how warm it may be during the day, blankets will be found necessary at night. In winter men work in their shirt-sleeves, the same as during summer.

When buying land in California, you not only buy the land, but also the climate, the mildness of which is unequaled anywhere in the United States. In San Joaquin Valley and adjacent thereto, are San Joaquin, Calaveras, Tuolumne, Stanislaus, Tulare, Fresno, and Kern Counties. Between the valley and the ocean are Santa Clara, Monterey, San Benito, San Luis Obispo, Santa Cruz, San Mateo, Contra Costa, and Alameda Counties. In any county named you can grow semi-tropical fruits, cereals, and vegetables of all kinds. An acre of valley land will raise from twenty-four to forty bushels of wheat. Oranges bear in eight years, and will net from \$300 to \$500 per acre. Grapes bear in three years, and net about \$200 per acre. All kinds of fruit are full-bearing in four years, netting about \$250 per acre. You will have more than two hundred and twenty-five sunshiny days in the year, and the thermometer will never register as low as thirty degrees above zero. It is not necessary to store feed for stock in winter, there being always an abundance of wild oats, and succulent grass. Heavy overcoats, overshoes, or ear-muffs are never worn; the ground never freezes, and cyclones or blizzards are things unknown to California. There is no month in the entire year but when a bouquet of roses can be picked. Land can be bought for \$3.00 per acre and upwards, and forty acres of land in California is worth more than one hundred and sixty acres of agricultural land in Iowa, Illinois, Ohio, Indiana, Michigan, Wisconsin, Minnesota, or, in fact, any State east of the Rocky Mountains. Orange trees cost from twenty-five cents to one dollar a tree, and miscellaneous fruits from fifteen to twenty-five cents per tree. Grape cuttings can be bought at eight to twenty dollars per thousand.

Considering permanently locating in California, it is first to be ascertained just what the stranger desires to engage in. If it be raising fruit, the land must be fertile, and where, for a moderate sum, enough land can be secured to work with profit. A man of family needs twenty to forty acres, which can be bought at from twenty to one hundred dollars per acre, paying therefor one-third cash, balance in one, two, and three years. To build a comfortable house it will cost, say, seven hundred dollars. (This amount may be increased or diminished, according to circumstances). Horse, wagon, and harness will cost about two hundred and fifty dollars. Farm implements, one hundred dollars. Provisions and supplies cost according to economical ideas of the housewife. With two thousand dollars cash on arriving in California, you have ample means to buy and farm twenty or forty acres in fruit or vines until time of bearing. In six years' time twenty acres of fruit will produce an income of two thousand to five thousand dollars annually, and forty acres an income of four thousand to ten thousand dollars. You raise your own wheat, hay, oats, corn, and vegetables between your trees. Working twenty or forty acres in California is infinitely better than one hundred acres in Illinois, Iowa, or Minnesota, where, from May until November, you till the soil, the other five months being devoted to chopping and hauling wood for your blazing fire, rendered necessary by the blizzards and cold waves. Parties buying a large tract of land can have an artesian well sunk for about seven hundred and fifty to one thousand dollars, when irrigation is necessary. A well of this size will throw enough water to the surface to irrigate a whole section. Land in the Sacramento and San Joaquin valleys can be purchased from ten to one hundred and fifty dollars per acre, and on the foothills and mountains from three dollars and upwards. In the Southern California counties, the really good lands are limited in extent, and prices are considerably higher than in other parts of the state. Too much can not be said in favor of the

climate. At Redding, Shasta County, it is as salubrious as in Los Angeles. You can always plow your ground, summer or winter, and another particular point, is the limited quantity of fuel that is necessary. Garden vegetables, such as lettuce, radishes, top onions, etc., are freshly gathered from gardens every month in the year. Young potatoes are at market in January and February, and cherries ripen in some localities as early as April, notably, at Vacaville (Sacramento valley). In the foothills of the Sierras, at Oroville and Auburn, you are positively free from fogs or cold winds, and the air is filled with the resinous perfume of the stately pines, which also grow in abundance all along the Sierras and foothills. To those suffering from pulmonary disease and the like, California's foothills and mountains almost guarantee certain permanent cure, while for the pleasure-seeker and tourist no grander scenery exists. It is as varied as it is extensive; lofty mountains, their peaks clothed in a mantle of perpetual snow, their sides covered with dark green redwood and pine trees, and seamed here and there with deep canyons; little rills of sparkling water, murmuring gently on their down-path toward the valleys; lower down the foothills roll in wavelike formation until they merge into the valleys beyond. The hills are covered with trees and verdure, while orchards and vineyards, roses, and bright red geraniums can be seen growing profusely about the farm-houses everywhere. The saving of clothing in one year, as compared with cost of same in the Eastern states, will more than pay the cost of fare to California. Certainly, the comfort of living in a climate such as this, is an important consideration to the home-seeker.

The soil is of various kinds. Along the foothills it is strong, brown, and red in color, and very productive for fruits, berries, olives, etc. In the valleys it is a rich, sandy, black loam, which is seemingly everlasting, and produces largely. The use of any fertilizer in California, is unknown. Persons purchasing lands in localities where there are irrigating companies, should be careful that the water-right question is fully set forth in their deed of sale.

The educational advantages of California are not exceeded by any in the United States, and no neighborhood is without good school-houses, competent teachers, and every facility for affording a thorough and complete education. Besides primary and grammar schools, there are normal and high schools and a state university.

The direct route to California is via Ogden, and by either the Union Pacific Railroad from Omaha, or by the Burlington Route, via Denver and Rio Grande. You can procure tickets from your nearest local ticket agent, via either of the routes named, at the same rate. You can always obtain full information relative to lands, localities, etc., by calling upon or addressing letters to the Land Agent of the Central Pacific Railroad, or the Southern Pacific Railroad, at San Francisco, California.

The following article was contributed to the great First of January edition of the *Record Union*, by William H. Mills, Land Agent of the Central Pacific Railroad company:

"The Sacramento and San Joaquin valley comprise about 12 per cent. of the entire area of the state, and embrace twelve million acres of land. The region lying between the alluvial lands and the line of equal elevation of two thousand feet, comprises about six million acres. Between the two thousand and four thousand feet lines, of equal elevation, there is embraced about seven million acres. These three distinctly classified areas embrace, therefore, twenty five million acres of land, which, with the coast valleys immediately tributary to San Francisco, and such of the hill lands in the Coast Range as are



CALIFORNIA QUINCE.

capable of cultivation, comprise about five million acres more of arable area, making in the aggregate about thirty million acres of cultivatable land.

TIMBER LANDS OF THE SIERRAS.

As to the timber lands of the uplifted regions of the Sierra Nevada, they already possess a timber and mineral wealth of the highest industrial and financial value to the state. They should remain for all time as they exist to-day—timber-lands—and the timber growing thereon should not be removed with such expedition as to denude any portion of them of their existing density. There are important hydrographical reasons for this conclusion, which will not be considered fully here. Let it suffice for the present to say that the region occupying the eastern portion of the state, and representing the middle and higher altitudes of the Sierra Nevada, are the great storage areas of water in the form of snow. They exert an all-important influence on the annual rainfall of the country, and on the preservation of the volume of water in the rivers, so necessary to the proper fertilization of the agricultural lands which lie below.

THE CLIMATE OF CALIFORNIA,

which in modern times has played so conspicuous a part in attracting immigration from the Eastern States and Europe, is approximately the same for a distance of twelve hundred miles, parallel with the Pacific Ocean. By this we state a general fact, which is subject to local modification. Anywhere below the line of four thousand feet of equal elevation, on the western flank of the Sierras, inhabitants will be found familiar with all portions of the state, firmly grounded in the opinion that their particular locality is blessed with the most salubrious climate in the world. Residents of the foothill region are, as a rule, immovably convinced that nowhere else under the sun does mere existence bestow such high enjoyment upon its possessor. On the broad plains of the San Joaquin and the Sacramento an occasional inhabitant is found willing to admit that some slight modification of summer heat would be an improvement; but unalterable opposition would be made to any other change, believing that in all respects climatic perfection is attained only there. Careful consideration of the observations of science in this regard proves that anywhere in California, excepting the areas covered by the Mojave and Colorado deserts, and the higher summits of the Sierras, every locality enjoys about three hundred delightful days out of three hundred and sixty-five in each year. Eliminating about sixty-five days from the hottest locality of the San Joaquin valley, you have remaining a climate in all respects as delightful as can be found elsewhere in the state. It is a region, however, requiring resort to artificial irrigation for the proper development of its fertility, and its great future lies in the direction of utilizing the vast volumes of water to reach its central drainage, the San Joaquin river, in lateral streams, from the high Sierras to the eastward.

THE AGRICULTURAL POPULATION

of the state of California, including men, woman and children, has, by careful ascertainment, been found to comprise but 125,000 inhabitants, and yet, the value of the agricultural and horticultural products rewarding the industry of this small number of inhabitants equals, and even exceeds, \$70,000,000. To this must be added the mineral output, and the value of the manufactures from the timber region. The grand aggregate approximates \$100,000,000 per annum.



CALIFORNIA GRAPES.

The state embraces a territorial area of 181,000 square miles, or 100,000,000 acres. It is occupied by a population of about 1,000,000. It is, therefore, within the limits of sober and judicious statement to claim that the development of its material resources is still in its infancy. The agricultural history of the state is most remarkable. Its pioneer population had no conception whatever of its agricultural capacities. Recently one of the most far-seeing and intelligent of his class, in a public address, described his advent into Colusa county. In picturesque phraseology he depicted the

VAST SEA OF WILD OATS,

standing higher than his head, and over this ocean of billowy verdure roamed at will vast herds of antelope. The growth of the wild grain apparently suggested nothing to the pioneer mind of the possibilities for the production of cereals. For more than a quarter of a century later the plains of Colusa county were occupied by herdsmen, who pursued this branch of agriculture by the most barbarous method known to modern civilization, to wit: grazing the natural herbage of the soil. The long summers, devoid of rain, the only winter the agricultural regions of California ever knew—apparently forbade the cultivation of the soil. The methods of agriculture applicable to the temperate zone were inapplicable here, and, except in rare instances, it does not appear to have occurred to the pioneer mind, that the spring season of the year begins yearly with the first rainfalls in October and November; that the period of rain, and of a temperature sufficient to produce vegetation, was of as long duration in California as anywhere in the temperate zone. That important fact was one of much later discovery.

SLOW TO UNDERSTAND.

Speaking of the tardiness of the pioneer population to appreciate the real capacities of the country, a pioneer fruit-grower recently said:

“When I purchased the lands upon which my orchards in Solano county now stand, there were three pear trees which, planted for shade or experiment, in the line of fruit-growing, came into bearing the year of my purchase. I sold \$75 worth of pears from those three trees that year, and yet the fact was so little suggestive of the adaptability of the soil and climate for fruit-growing, that it was five years after that very significant result before I planted a single fruit tree.

There were two general reasons for this lack of appreciation of the real material resources of the country. First, the pioneer came to mine for gold; and second, the science of agriculture, as understood and pursued in the Atlantic States, was inapplicable here, and men everywhere are slow to abandon old, tried methods in any field of human activity, and, striking out for themselves, discover the new methods adapted to the new conditions of soil and climate.

MODIFICATIONS OF CLIMATE.

We will take the climate in the vicinity of Oroville as a notable example. Oroville is located in the primary foothills on the Feather river, in Butte county. The snow-clad mountains, lying to the eastward of the great valleys of California, have a very marked influence upon the night temperature of these valleys. The inhabitants of all mountainous countries can not have failed to note that during the spring, summer, and autumn months, there is uniformly a current of air arising from the valleys toward the summit of the mountains, during the morning hours, and a returning breeze during the afternoon of

each day. This is due to the fact that the air of the valleys becomes heated near the ground first, and the superincumbent cold air of the upper regions presses the warm air laterally up the flanks of the mountains. At night,



CALIFOKNIA PEAR.

when the valleys retain more nearly the temperature of the daytime, the rising of a great body of warm air brings a cold current from the summits to fill the vacuum. For this reason, where the line dividing the alluvial from the foothill lands and the line of equal elevation at four thousand, is narrow, the

the nights of spring and autumn are colder, producing inevitably early and late frosts. The cool and cold nights of Riverside, for instance, in the southern portion of the state, in the spring and autumn, are due to the snowy summits of the neighboring mountains. In fact,

WHEREVER SNOWY SUMMITS MAY BE SEEN

from any locality in a valley, their influence will be felt in modifying the climate of that locality. Oroville possesses, perhaps, the very best and most reliable citrus climate in California, because behind it, the line of equal elevation at four thousand feet makes the greatest eastern recession. The distance from Oroville to that line is eighty miles. Thus, while it is true that some of the valleys of the coast range and coast region are far removed from the snowy summits, it must be remembered that they are subjected to the influence of an Arctic ocean current which impinges on Cape Mendocino, and confers upon San Francisco and other coast localities the cool west winds of summer. Keeping this view, Oroville stands at the greatest possible distance from the region of perpetual snow of any locality in the state, where there is sufficient rainfall to develop the natural fertility of the soil without resort to artificial irrigation. The primary foot-hills of certain portions of Tuolumne county have a similar climate, and for a similar reason.

WATER AND DEVELOPMENT.

We have already said that the material resources of California are in their infancy. This is very fully illustrated by the existing influx of immigration in Southern California. The small area of land in the immediate vicinity of Los Angeles receives a considerable rainfall for the southern portion of the State. For examples, observations taken in the city of Los Angeles itself, in the winter of 1875-76, showed a total rainfall of 21 inches, as against 26 inches at Sacramento, and 55 at Redding. In 1876-77 it had 4 inches, as against 9 inches at Sacramento, and 24 at Redding. In 1877-78 it again had 21 inches, against 23 at Sacramento, at 50 at Redding. Thus it will be seen that Los Angeles, being located near the coast, receives a considerable rainfall; but the horticultural industry which has been developed there is not made dependent upon the annual rainfall. The rain performs little more than the service of making storage of the water on the summits of the mountains, and in the artificial reservoirs, for distribution by process of irrigation. Without this resort to artificial moisture, that county would remain to-day what it was 25 years ago, arid and uninhabited. From a village of a few hundred inhabitants, Los Angeles has within five or six years arisen to the position of the third city in population in the State, having to-day, according to the claim and estimate of some, nearly forty thousand inhabitants.

COMPARATIVE PRICES FOR LANDS.

Agricultural land in the small area of level land tributary to Los Angeles is quoted at more than five times the prices asked for first-class alluvial land in the Sacramento valley, and nearly ten times the price asked for land possessing equal fertility and equal climatic advantages, in the vicinity of New Castle and Oroville. Lands held even as high as \$1,000 per acre, excluding all improvements, save such as have grown upon the land at a cost of less than \$25 per acre, were sold fifteen years ago for \$2.50 per acre. Prices have risen to \$1,000 per acre, with an expenditure upon the land of less than \$30 per acre.

Climatic considerations have played an important part in this result. For more than half a century a very large number of people in the United States have been searching for a mild winter climate. About 35,000,000 of the inhabitants of the United States reside in a climate having for six and seven months in



A HOME IN CENTRAL CALIFORNIA.

the year pronounced winter weather. Anywhere north of a line drawn east and west, touching the mouth of the Ohio river, cold weather may be expected as early as September, and ice gorges in the Mississippi river at St. Louis are not infrequent as late as the middle of April. Pulmonary complaints are the

terror of the inhabitants in the Northern States, and, as already indicated, for more than half a century the people of this section have sought

A LOCALITY FOR WINTER RESIDENCE.

For many years Cuba was a favorite place of winter resort. New Orleans came in for its share; but the general unhealthiness of that city denied it much of its climatic advantage. Florida was next invaded by a rush of tourists; but, as compared with Florida, California possesses a much superior climate over an area of 1,200 miles north and south, by 100 miles east and west. In fact, there is no portion of the state of California lying below the 4,000 or 5,000 foot elevation which has a distinctive winter in its calendar. Intimacy of communication between California and the great body of the people of the United States has familiarized the country with the value of its climate. Through persistent publication, commencing with a series of articles written by Charles Nordhoff for *Harper's Monthly*, the climatic advantages of Southern California have become thoroughly known to the people of the coast. The tide was turned from Cuba, Florida, and other more genial climates to Los Angeles, San Bernardino, Riverside and other localities of Southern California, which were rapidly becoming the refuge from the rigors of a Northern winter. Among thirty-five millions of people there is necessarily a large number—amounting possibly to half a million, or perhaps even a greater number—disposed to seek

THE MILD AND EQUABLE CLIMATE OF CALIFORNIA

as a refuge from the rigors of the home climate. Perhaps a very large portion of these are not seeking investments upon which profit is expected. To one long a resident of California it is difficult to realize how congenial its winter climate is to the people of the northern latitudes. To the Californian abroad it is difficult to realize that the climatic condition of his home is a verity. He witnesses the sudden changes from heat to cold and cold to heat. The uncertain and unsettled condition of the weather in any portion of the year—the sultry, overpowering heat of summer, with its attendant thunderstorms, its destructive lightning strokes, its tornadoes and cyclones, its sun-strokes,—all this being changed only for the rigorous severity of winter, with all its repellant inhospitality and its menace to life and health. The existence of a large area, fertile and attractively inhabitable, where neither the torrid heat of summer, nor the arctic cold of winter, is known, may well appear to those unfamiliar with the fact as a romantic fable. The existence of such a climate is, however, a verity, and, so far as the southern portion of this state is concerned, its existence has become perfectly familiar to the people of the United States. Perhaps the broadest and most attractive advertisement of

THE BEAUTY AND THE SALUBRITY OF THE COUNTRY

contiguous to Los Angeles was made known to the world through the paper of Helen Hunt Jackson, published in the *Century* some time since. They were designed primarily merely as a literary effort; but they possessed as sectional advertising feature of the highest value. In this they must be regarded as perfect models of their kind. They avoided all tediousness of statistical fact. They ignored statistics of production and questions of profit, and the disturbing and discouraging suggestions inseparable from the venture of immigration to a new country. They appealed only to the imagination with pictures of the romantic beauty of the country described. It is not more

difficult to-day, in visiting the locality, to find the Los Angeles of Mrs. Jackson than in visiting the Crescent City to find the New Orleans of George W. Cable; and thus an immigration, comprising chiefly people in the middle and higher



CALIFORNIA APRICOT

circumstances financially, set in. To the most of these the question of profitable investment is subordinate. The question of a genial winter home is

paramount. The claim, however, of profitable investment is constantly set before public attention; but, when the value of land rises to \$500 and \$1,000 an acre, and the water necessary to develop its fertility costs from \$100 to \$150 per acre annually, the product has not yet been discovered which will make profitable return over any considerable area of territory.

REAL ESTATE VALUES.

Just here it is pertinent to consider the source of the value of real estate. The land derives its value from two sources,—its value either as space upon the surface of the earth for commercial or manufacturing purposes, as in cities, or for its product, as farming, horticulture, grazing or timber land. When we depart from the realm of value in one case we enter the realm of the other. As to the value of land merely for its surface use, commercial and manufacturing purposes, a very high limitation is possible; but lands dependent for value wholly upon their product are subject to many, and in most cases, very narrow limitations. The product of the soil must bear the cost of its production, compensate, in the productiveness of seasons of plenty the loss during seasons of scarcity, pay taxes, and, in fact, make a profit which will maintain itself throughout a series of years. The value of land may be determined by considering the profit as interest, and the value of the land as the principal invested to produce that interest. It is, perhaps, safe to say that there are as yet no experiments in citrus culture and viticulture in Southern California which justify the present quotations for land to be devoted to this class of culture. When, however, the market value is attacked from this standpoint, the common response is, that, for the most part the flood tide of immigration which for several years has been rising higher and higher in Southern California,

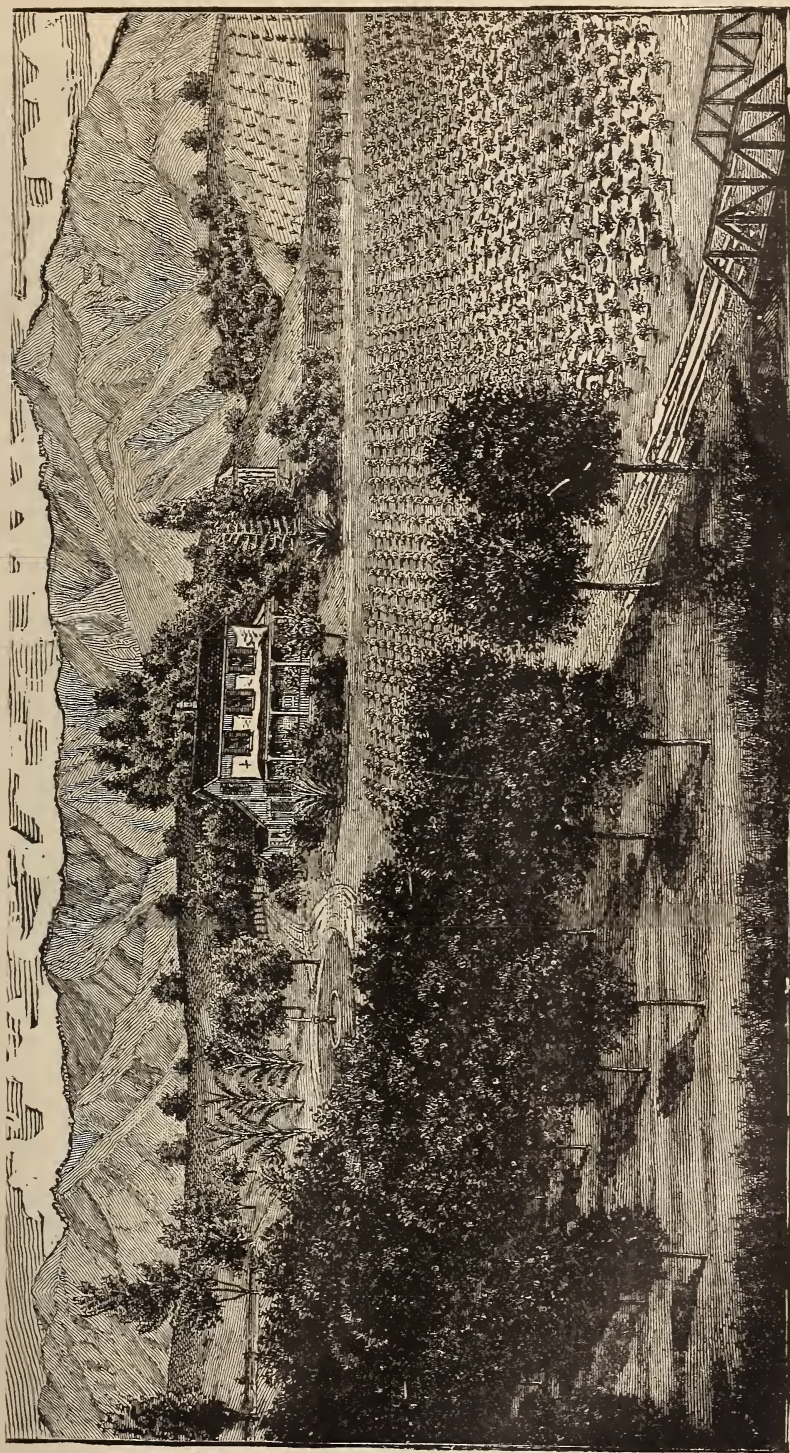
IS NOT IN SEARCH OF PROFIT,

but rather in quest of winter homes, thus conferring upon the land a portion of that value referable to its value as a space on the surface of the earth, and producing a blending of the two classifications. It will, however, undoubtedly be found that every country must depend upon its own productiveness to sustain its inhabitants. No great commonwealth can be based upon the profit of enterprises prosecuted elsewhere. At least, no permanent prosperity can be thus based. The great mass of the inhabitants of any country must derive some profit from the property they own in that country; but, making all due allowance for these things, it must be admitted that the people who have come to Los Angeles within the past ten years have discovered and developed a value in the soil of that country, the existence of which was not suspected by the early settler. Making all due allowance for the extravagant prices demanded for land in Pasadena, it must still be admitted that the extensive orange orchards of that valley are a far more profitable culture than the sheep and goat raising which immediately preceded them.

The new-comers of Southern California have verified the experience of the world in another particular, to wit, the high producing capacity of the lands under a favorable climate, by resort to artificial fertilization, through the instrumentality of irrigation. The richest and most populous countries in the world are those where land and water have been brought into contact artificially. Of this truth, Holland furnishes the most notable example, and the Kingdom of Lombardy stands next in the value of its testimony.

30,000 ACRES WITH MOST PERFECT SEMI-TROPICAL CLIMATE.

But what is true of Los Angeles would have been equally true over an area



FRUIT FARM, FOOT HILLS OF SIERRAS.

comprising the thirty millions of acres of land first referred to in this article, constituting the great agricultural belt lying below the line of equal elevation at 4,000 feet on the flanks of the Sierras, and including the alluvial lands at San Joaquin and Sacramento valleys, and the valleys of the Coast Range, in the central and northern portions of the State. And at this point we desire to give special emphasis to a most obvious and irrefragable conclusion. The value which is now attached to any land in Los Angeles, San Bernardino or San Diego counties, if it can be maintained, will eventually attach to every acre of equivalent value in every other portion of the State. To every one having an extensive acquaintance with the topography and climatology of the State of California, it is plainly apparent that if Eastern attention had been as strongly attracted to any portion of the thirty millions of acres of cultivatable land in Middle and Northern California as at Los Angeles, and settlement had focused there, as it has done in the southern part of the State, the boom, so-called, would have arisen to equal height, and the locality would have become equally celebrated. While the settlement of the southern portion of the State is passing through its colonial and speculative stage, while immigration culture is far more profitable to the land holder than citrus culture, viticulture, or any other species of agriculture or horticulture, the question as to whether there exist other portions of the State of California possessing equal attractiveness will be one of strongly maintained controversy, which, in the very nature of things, cannot long be continued. The real facts upon which conclusions must be based are accessible, and no well-informed person can doubt the ultimate settlement of the controversy in favor of the superior fertility, greater extent, and more attractive social and climatic advantages of the middle and northern portions of the State.

SOME VERY SIGNIFICANT FIGURES AND FACTS.

The reader's attention is called again to the line dividing Northern and Southern California, which runs along the northern boundary of Santa Barbara county, through the southern portion of Kern, and along the northern line at San Bernardino county. To-day the taxable property within the State lying north of that line aggregates \$723,494,894. The aggregate value of taxable property south of that line is \$92,452,500. It has already been stated that the rainfall south of that line is not sufficient to mature crops, and that all varieties of orchard-culture are dependent wholly upon artificial irrigation. The irrigable area of land south of the line does not exceed 3,000,000 of acres, while the area of already fertile and irrigable land north of that line exceeds 30,000,000 of acres, more than half of which is not dependent upon irrigation for the proper development of its fertility and productiveness. The present population south of the line in question is about 125,000. The population north of the line is over 600,000. The annual product of industry south of the line does not exceed \$6,000,000 of the \$100,000,000 which inures to the people of the State of California by reason of their agricultural, horticultural, and mining industries. *Thus, over 90 per cent. of all the wealth produced in this commonwealth to-day must be credited to the northern and middle portions of the State.* And yet it remains true that the said portions of the State have not received anything approximating their fair share of that immigration which all the thinly populated portions of our country are attracting. This has been due to a variety of causes, among which a few will be specified.

SOME PERTINENT REASONS STATED.

First—It may be stated that a region of country wherein the lands are rewarding their owners by satisfactory annual profit will not as a general

thing be upon the market for sale. Where there is no general desire to sell the land holdings, there will be no consensus of action in the line of advertising



CALIFORNIA PEACH.

the climatic and other advantages of that section, and the locality thus kept in unobtrusive retirement will be overlooked and forgotten. The lands in

Central and Northern California did not require vast expenditures of money to give them value. They were reasonably profitable to their owners, and still remain so. The whole country, therefore, was not upon the market. Land-owning in Central and Northern California had reference chiefly to the product of the soil, whereas land-owning in Southern California has been with reference to a constant enhancement due to immigration effort.

LARGE HOLDINGS OF FERTILE LANDS.

Second—The most fertile lands of Northern and Middle California are owned in large holdings. The idea that no man can grow rich on 160 acres of land in this State is one of the baneful traditions descended to us from the early times, and largely a legacy of that remnant of barbarism, the grazing industry. It is a fact, however, that large holdings of fertile land receiving an annual precipitation of rainfall sufficient to mature crops of cereals were more profitable, for economic reasons which will not be introduced here than small holdings. Land holding, in short, was profitable. The inhabitants of Middle and Northern California had little conception of the use of land beyond the agriculture of the temperate zone. Horticulture in its various branches has made considerable progress; but, notwithstanding that progress, it remains true that 92 per cent. of agricultural lands of California are devoted to wheat-raising. There is a very narrow limit to the price which can be afforded in the purchase of wheat land. Hence the holder of large tracts of land found it

MORE PROFITABLE TO OWN THAN TO SELL.

The purchaser could not pay him a price for twenty, forty, eighty or one hundred and sixty acres of land for wheat-raising, in excess of the value of that number of acres to himself, combined into large holdings. The exact reverse of all this was true in Southern California. There the land was practically worthless except through a development requiring a large expenditure of capital. The expenditure once made, however, the land immediately acquired a very high value, and a value chiefly in the direction of small and diligent cultivation. Lands worthless except for a value which requires an expenditure of capital in their development will naturally rely upon the development to attract that capital. The money placed upon the land to produce its value had to be obtained from the land to reimburse the capitalist. The idea therefore, of investing the capital necessary to produce the development, and breaking the land into small holdings, in order to obtain a very high rate, was a most natural and feasible suggestion. Thus Southern California owes its development largely to the original worthlessness of the region, while Middle and Northern California owe the tardiness of their growth to an original and natural high intrinsic value.

CITRUS FRUIT PRODUCTION IN CENTRAL AND NORTHERN CALIFORNIA.

Third—There has been an almost total abstinence of immigration literature and immigration effort in the middle and northern portions of the State. The section has therefore not received an influx of enterprising people. There is a marked tendency of provincialism in any section of the country where there have been but few newcomers. The community which has not received an infusion of new blood becomes more conservative year by year. It is not a little surprising to find in the Eastern States a prevailing opinion that citrus culture in California is confined exclusively to Los Angeles and San Bernardino countries. But it is still more surprising to find among the inhabitants of California itself a consenting opinion. The recent Citrus

Fair held at Sacramento fully established the capacity of both Central and Northern California for the remarkable production of citrus fruit, and the most remarkable incident connected with the exhibition was the continued expressions of surprise on the part of the Californians at the extent of the exhibition, and the irresistible conclusion to which it pointed,—that the very best oranges of this State are grown at New Castle, Marysville and Oroville. Reflection, however, will convince the reader that this evidence of the lack of knowledge of the resources of the State should not surprise us. Grape-growing passed



CENTRAL CALIFORNIA HOME.

through a similar stage of doubt and uncertainty. At the beginning there were a few localities where grape culture had met with a high degree of success, and for many years the opinion prevailed that the capabilities for grape production were confined to these few localities. It is within comparatively recent times that Sonoma, San Gabriel and a few other localities were mentioned as places peculiarly favorable for viticulture, and when, four years ago, the grapes exhibited at the State Fair from Colfax, an elevation of 2,500 feet above the level of the sea, took the first premium, the expressions of surprise throughout the State were almost universal.

THE FULL SIGNIFICANCE

Is not yet understood, and the opinion is frequently encountered that fruit-growing in the foot-hill region is confined to a few localities where enterprise

and industry have proven that it can be made profitable. Every industry which, in itself, was a departure from the agriculture and horticulture which obtained in the temperate zone, has made headway in this State only against strongly opposing doubt, thus proving the strength and tenacity of early traditions. The citrus exhibition held recently at Sacramento furnishes the clearest possible demonstration of the existence of a great citrus belt extending all along the foot-hill regions from Shasta to Tehachepi, and embracing largely the entire alluvial area exhibited upon the map; and yet the exhibitors were beset constantly with questions from skeptics. All this, however, is rapidly passing. The high values which have attached to real estate in Southern California are by no means fictitious. The prosperity of that section is being founded upon small holdings. Twenty acres of irrigated land devoted to fruit culture will give employment to more men throughout the year than 640 acres of land in other portions of the State devoted to wheat culture. The rising tide of home-seekers from Eastern States which has been attracted by the genial climate of Southern California will not long remain in ignorance of the equal climatic and other advantages of other portions of the State. The high prosperity and marked success which has attended the effort to advertise abroad the great natural resources of one portion of the State will be limited in other localities, and it is, therefore, within the bounds of safe prediction that what we have witnessed in Los Angeles and San Bernardino counties, will find early repetition on a vastly broader scale when experiment has been applied to the more valuable and more inviting field of Central and Northern California.

WHAT SOUTHERN CALIFORNIA HAS DEMONSTRATED.

Since the year 1869, the extension of railroad lines into the sparsely settled or wholly uninhabited territories of the United States has opened to settlement an area so vast as to distribute thinly the great tide of immigration which annually overflows from the more densely populated portions of this country and Europe. The railroad extension referred to includes not only the four great overland roads extending westward to the Pacific Ocean from the Mississippi river, but also a great number of branch lines. Since that period the State of Kansas has received 1,000,000 of inhabitants; Texas, 1,600,000; Minnesota, 700,000; Dakota, 500,000; Nebraska, 400,000; Wyoming, 250,000; Washington, 80,000; Montana, 40,000; Arizona, 50,000; Colorado, 300,000; and California, about 200,000. Among all these the growth of Kansas has been the most phenomenal. The reason for this is not far to seek. Kansas was more accessible than any of the Pacific Territories, and the lands there were cheap. In estimating the obstacles to settlement of a distant region, the cost of reaching that region must occupy a prominent place. It has cost in the past more money to remove a body of population aggregating 100,000 men from the more densely populated and overflowing sections of our country to California than to remove 1,000,000 from the same section to Eastern Kansas and Nebraska. Where vast areas of sparsely-settled and uninhabited territory were inviting the enterprising pioneers, comparative advantages have been very closely scanned. For nearly twenty-five years the intending immigrant has had his choice of an almost unlimited variety of climate, social and commercial conditions. Comparatively, the prices asked for land in California were higher than the rates demanded elsewhere west of the Mississippi river. To the superficial view, land in California had reached its maximum in value. Good agricultural land in the Northwestern and Western States is deemed to have

reached its highest point at a value of \$30 to \$50 an acre. Twenty years ago good agricultural land in California reached this stage of development. When, therefore, the immigrants had their choice between Texas, Kansas, Nebraska, Colorado, Minnesota and Dakota, where lands were obtainable from \$5 to \$10 an acre, as against California, where agricultural land was held at from \$15 to \$30 an acre, they choose the former localities, under the somewhat justifiable but mistaken belief that lands in California had already reached their full development. They were basing their estimate of the possible valuation of land upon its capacities for producing grain, wheat, cattle and hogs. They were oblivious of the fact that climate is a controlling factor in the capabilities of the soil. When land is purchased at \$10 an acre, which through cultivation and improvement may develop a value of \$30 an acre, we have an enhancement of 300 per cent. of the original purchase price; but where the climate admits of a culture which makes it possible to take land at \$30 an acre, and, by devoting it to those productions permitted by the higher possibilities of climate, make it worth from \$300 to \$500 an acre, we have a resultant percentage of from 1,000 per cent. to 2,500 per cent. of the purchase price of \$30.

Almost at any time within the past twenty years, land adapted to viticulture could be bought in this State at from \$20 to \$30 an acre, where, at the same time, a fully developed bearing vineyard was salable from \$300 to \$500 per acre. What is true of vine-growing is equally of citrus culture, and the experiment in orange-growing in Los Angeles and San Bernardino counties have merely demonstrated these truths. More than this, they have familiarized the Eastern mind with the fact that superiority of climate enlarges the range of production, and correspondingly augments the possibilities of development in the value of the soil. The rapid influx of Eastern immigration into Southern California and the ready acceptance on the part of that immigration of the prices asked for lands, proves conclusively that these great economic facts have at last dawned upon the Eastern mind. Having thus accepted the conclusion, for which the people of California have rightly contended for nearly a quarter of a century, the success which has attended the efforts of Southern California to secure a proper and adequate recognition of the value of soils and climate in California, when considered together as factors in production, will rapidly extend to every other portion of California. The values which have attached to lands suitable for agriculture and horticulture in Southern California, will inevitably extend to all the land in the State of equal fertility and lying under equally favorable conditions, for the higher and more profitable cultivation, made possible by the superiority of climate. Again, it has been demonstrated that California, throughout, is the most genial, healthful and attractive winter resort in the known world. It will, therefore, rapidly supersede Florida, Cuba, Italy and other places which have served as refuges from the rigor and inhospitalities of northern climates. Southern California, therefore, has demonstrated a superiority in soils and climates, and the productive capacities and unlimited resources of the State. The constantly increasing facilities of communication between the great body of the population in this country, aggregating 60,000 of inhabitants residing east of the Rocky Mountains and the shores of the Pacific, together with the constantly diminishing cost of communication between the two sections under consideration, will eliminate the last barrier to the rapid growth of this State, and confer upon us all the benefits to which we are entitled by reason of the natural and actual superiority of our country.

From the year 1870 to the present time Texas had received an immigration aggregating 1,600,000 inhabitants. Kansas had received over 1,000,000. In much less space of time California may receive an equal number; in fact, it is within the limits of most reasonable probability that within the next ten years the population of the State of California will exceed 2,500,000 inhabitants, and the growth of Southern California gives warrant for this prediction.

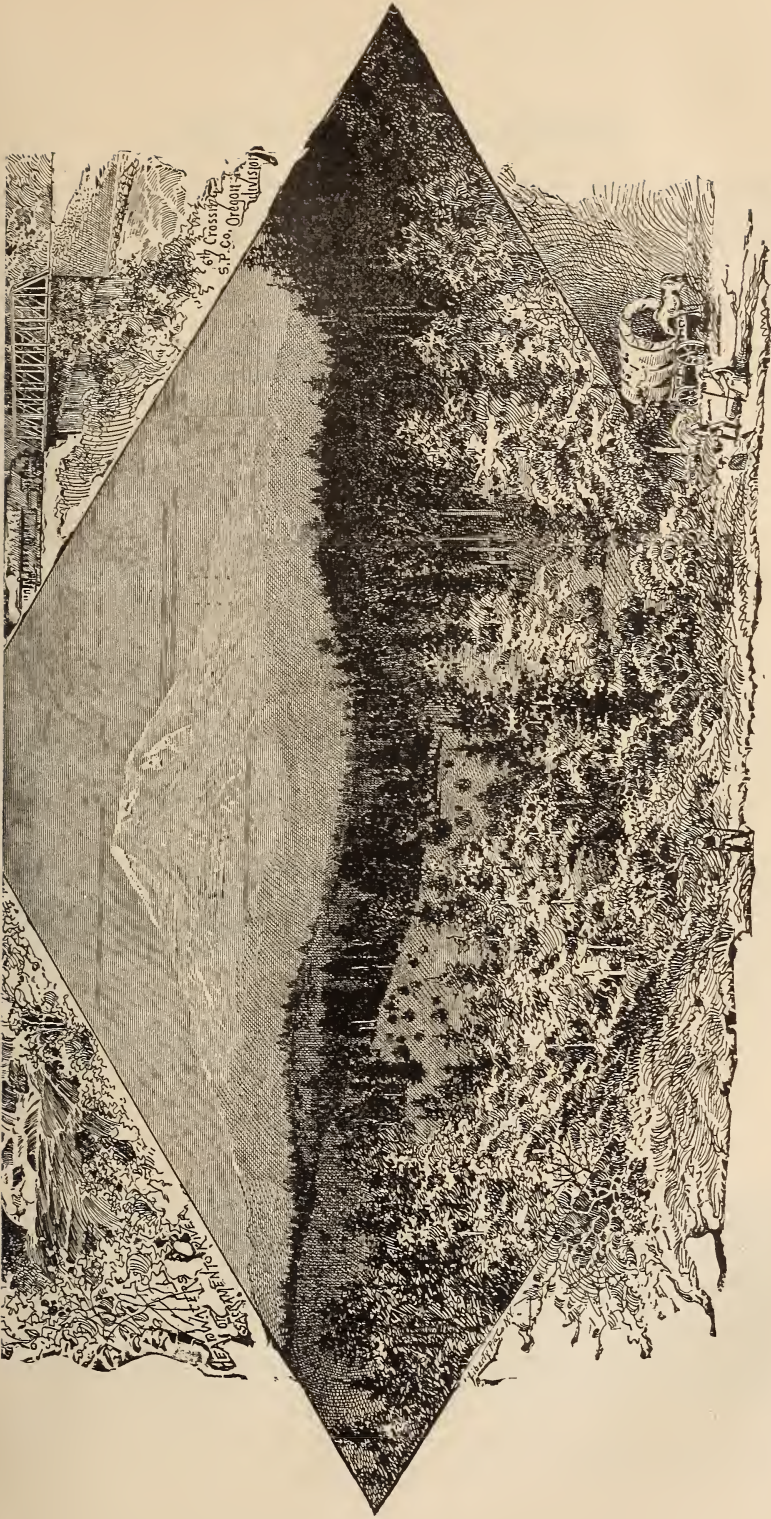
The entire State owes a lasting debt of gratitude to the enterprising people of Southern California. They have at last justified to the comprehension of the world the superiority of our claims, have removed forever the great leading obstacle to the rapid growth and development of California, and have established a great tide of immigration which will not ebb until the great resources of this country have received that development which in all time has awaited the awakening influence of intelligence and enterprise.

CLIMATE.

For a more full exposition of the climate of California, as compared with the world's noted climates, we give the following table without comment:

MEAN TEMPERATURE.

PLACE.	Jan. Deg.	July. Deg.	Dif. Deg.	Lat. D. M.
Austin, Texas.....	36	84	48	30 36
Borden, Cal	42	89	47	36 00
Cincinnati, O.	21	77	56	39 06
City of Mexico.	52	63	11	19 26
Caliente, Cal.....	46	62	46	35 00
Delano, Cal.....	47	86	39	35 00
Dijon, France.....	33	70	37	47 00
Fort Yuma, Arizona.....	56	92	36	32 43
Gilroy, Cal.....	41	78	37	37 00
Goshen, Cal.....	51	91	40	36 00
Honolulu, S. I.....	71	78	7	21 16
Hollister, Cal.....	48	73	25	36 00
Monterey, Cal.....	52	58	6	36 36
Milan, Italy.....	33	74	41	45 00
New Orleans, Louisiana.....	55	82	27	29 57
Naples, Italy.....	46	76	30	40 52
Pajaro, Cal.....	49	58	9	36 00
Richmond, Virginia.....	73	77	44	37 00
Santa Barbara, Cal.....	56	66	10	34 24
San Diego, Cal.....	57	65	8	32 41
Stockton, Cal.....	49	72	23	37 56
San Mateo, Cal	46	59	13	37 00
San Jose, Cal.....	46	69	23	37 00
Salinas, Cal.....	47	75	18	36 00
Soledad, Cal.	43	70	27	36 00
St. Augustine, Florida.....	59	77	18	30 05
Vallejo, Cal....	48	67	19	38 05



MOUNT SHASTA.

RIVERS.

The rivers of the Coast Range flowing westward into the ocean, south of San Francisco, are the San Lorenzo, Pajaro, Salinas, Cuyama, Santa Inez, Santa Maria, San Buenaventura, Santa Clara, Los Angeles, San Gabriel, Santa Ana, Santa Margarita, San Luis Rey and San Diego, many of which are constant streams to within ten or fifteen miles of their mouths, and all of them passing through rich valleys. North of San Francisco the main streams of the Coast Range which empty into the ocean are the Russian, Eel, Elk, Mad, Klamath and Smith rivers, besides many others of less importance, all of which are permanent streams, bordered with narrow valleys at the foot of the mountains.

RAINFALL.

Redding, Shasta County.....	38.58 inches.
Lehawa, Lehawa “	25.95 “
Chico, Butte “	20.11 “
Marysville, Yuba “	16.42 “
Lincoln, Placer “	16.95 “
Colusa, Colusa “	16.58 “
Woodland, Yolo “	17.01 “
Sacramento, “	18.90 “
Snisun, Solano “	18.54 “
Napa, Napa “	30.00 “
Petaluma, Sonoma “	23.00 “

Briggs, Sutter County, 15½ inches; Brentwood, Contra Costa County, 15½ inches; Farmington, San Joaquin County, 15 inches; Oakdale, Stanislaus County, 12 inches; Snelling, Merced County, 11 inches; Fresno, 8 inches; Visalia, Tulare County, 9 inches; Monterey, 15 inches; Santa Cruz, 24 inches; San Mateo, 23 inches.

This is the average for three years.

LABOR AND WAGES.

As a matter, of course, the thinking man will take cognizance of the fact that where there are so many people settling in a country there a demand for labor exists. There are houses to be erected, and the carpenter, and bricklayer, and plasterer, and lather, and mason finds work; and wages for this class of mechanics ranges from \$3.50 to \$5 per day. Then wagons have to be repaired and horses shod, hence there is plenty of work for the blacksmith; besides this, new towns are springing up in all directions, afford ample employment for all.

Where there is an aggregation of people in a settlement their necessities require all kinds of labor, skilled and unskilled, in fact, all classes of people are mutually dependent, and such a general movement of settlers into California is now going on that there is employment for all.

COST OF LIVING IN CALIFORNIA.

The cost of living in California is no greater than in Illinois, Iowa, Michigan or other Middle or Western States. Flour about \$4.50 per bbl.; vegetables of all kinds very cheap. Meats of all kinds retail from 8 to fifteen cents per pound. Clothing may be 5 per cent higher than in Chicago. Cows bring from \$25 to \$50; farm horses about \$100, according to age and condition; harness from \$25 to \$40; wagons from \$85 to \$100. House rents in the cities the same as in such cities east as Omaha, Council Bluffs, St. Paul, Detroit, Cleveland. A six room cottage in San Francisco would rent from \$20 to \$40 per month, according to locality.

One can live cheaper in San Francisco than in any other city of the same size or importance in the United States. A good meal can be had in a restaurant in San Francisco for 25 cents; in some of them a small steak, bread and butter, boiled or fried potatoes and cup of coffee or tea, can be had for 15 cents, served in good clean style.

CITIES AND TOWNS.

SAN FRANCISCO,

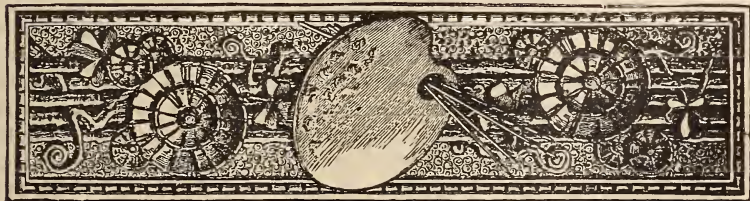
population about 400,000, situated on a peninsula, with the Pacific Ocean on one side and the Bay of San Francisco on the other. The finest harbor in the world, and one of the principal sea ports.

OAKLAND,

opposite San Francisco, and is to that city what Brooklyn is to New York. It has a population of 50,000; has street railways, both horse and cable lines; two lines of steamers ply between the two cities every 15 minutes; fare across the bay single trip 15 cents, round trip 25 cents, commutation tickets \$3 for 60 rides.

SACRAMENTO.

The State capital, 90 miles from San Francisco; fare, 2nd class, \$1.50, 1st class, \$2.50; time, 3 hours. Has a population of 25,000; mean temperature about 72°.



COUNTIES AND THEIR PRODUCTS.

SOIL AND APPROXIMATE PRICE OF LAND.

KERN COUNTY, San Joaquin Valley, extensively famed heretofore as a wheat county, more recently for fruit, as peaches, apricots, nectarines, grapes for both wine and raisins, almonds, English walnuts, berries of all kinds, olives, oranges, limes, besides vegetables of all kinds. The soil is rich, dark loam, and will never need fertilizing. Three year old peach trees bear profusely; grape vines mature in four years after planting and yield from 8 to 10 tons to the acre. worth from \$200 to \$300. Lands in small tracts can now (1888) be purchased from \$25 to \$50 per acre; payments usually one-third cash, balance one and two years. This is the usual manner of payments on lands in the State.

TULARE.

North of Kern in the great San Joaquin Valley; products same as Kern, prices of lands about the same. Tulare Lake, a body of fresh water 28 miles long by 18 miles wide, is in this county. Visalia is the county site. The S. P. R. R. runs through both this and Kern.

FRESNO.

Next north of Tulare, the centre of the great raisin producing region in the San Joaquin Valley, also produces same as Kern, lands higher priced. Fresno is the county seat, a growing town with the S. P. R. R., and a branch of this line being now under construction to the South-east. 20,000 boxes of raisins were sent from Fresno in 1887. There is no more attractive and rapidly growing town in the State than Fresno. Population 10,000.

MERCED.

Next above Fresno is Merced County, in which has recently been constructed a reservoir for receiving and holding water for irrigation purposes, it covers or requires 640 acres, and will hold water sufficient to irrigate many thousand acres. It is near the town of Merced on the line of the S. P. R. R., and in the center of a vast fruit and agricultural country. The soil of these counties all through the San Joaquin Valley is the same, and products the same.

STANISLAUS.

Joins Merced on the North, well wooded and irrigated, splendid soil, products same as the other counties, prices of lands from \$40 to \$60 per acre, in small tracts. Modesto, on S. P. R. R., the county seat.

SAN JOAQUIN.

An older and more thickly settled county than either of the others named, well wooded and watered; products, all kinds of fruit, vegetables, nuts, raisins, wine grapes, cereals, etc. Prices of lands from \$50 to \$200 per acre. The S. P. R. R. and the Western Pacific both run through this county as well as the San Joaquin River, upon which steamers run at all seasons of the year, from San Francisco to Stockton, a city of 20,000 inhabitants, and the county seat and one of the Insane Asylums of the State is located at Stockton, which is 90 miles from San Francisco. Natural gas has recently been struck at Stockton, Lodi, 13 miles distant, is a rapidly growing town; a narrow gauge road runs from here to Zone.

SACRAMENTO COUNTY.

One of the largest and most popular in the State, is well wooded and watered, abounds in streams, fertile valleys and productive uplands; products, fruits of all kinds, vegetables, cereals, figs, vines, oranges, etc, although it is but fair to state that all the other counties named, both in the San Joaquin Valley will produce the same. The city of Sacramento is capital of the State, seat of Justice for the County, and in addition to railroads North, South, East and West, is on the Sacramento River, where two or three lines of steamers run to San Francisco. The principal shops of the Southern Pacific Company are located here, and as this company manufactures many of its own cars and locomotives, affords employment to hundreds of mechanics and workmen. A glance over the country surrounding this city will reveal to the senses a most attractive view. A striking feature being the beautiful live oaks evergreen and in most systematic proportion. The soil is excellent and both surface and artesian water is easily obtainable. Prices of land rates from \$40 to \$100 per acre. See Exhibition Building near depot.

SUTTER, YUBA AND BUTTE.

These counties immediately north of Sacramento have nearly the same physical features except that Butte is further to the eastward and has more foothill land. Yuba County is more in the Sacramento Valley, Yuba City being the county seat, with a population of 6,000. The valley lands are as good as anywhere else in the State, and produce the same fruits, cereals, figs, etc., as Sacramento County. Prices of land from \$40 to \$100 per acre according to location, improvements, etc.; mean temperature about 72°. The Sacramento River runs by Marysville, and steamers run up here from below. The Feather River also comes into the Sacramento near this point. The California and Oregon Railroad also runs through this county. Another railroad runs from Marysville to

OROVILLE,

Seat of justice for Butte County, the great citrus county of California, 28 miles from Marysville, a city of 2,500 inhabitants. This locality has recently come into prominence as a great orange producing country. The exhibition held in December, 1887, of the citrus products of Butte County was the most successful ever held in the state. Lands can be purchased in this vicinity at from \$40 to \$100 per acre. The climate is one of the very best in the United States, absolutely free from fogs and malaria. Much of the land in Butte county is in the foot hills, which are gently rolling and susceptible of the highest culture, is well wooded and watered, and the scenery is most magnificent. Mr. E. Tucker, Mr. A. B. Jones or Mr. W. B. Ludlam, will always give strangers full information about lands, etc., by writing to them at Oroville

TEHAMA

Is in the Sacramento Valley, has much level, fine agricultural and fruit lands, same products as other counties in Sacramento Valley. Lands can be purchased at from \$20 to \$100 per acre, according to location and improvements. Red Bluff is the county seat, on Sacramento River, practically the head of navigation. This city has about 6,000 inhabitants, and is the headquarters of the Sierra Flume and Lumber Company. Enquiries addressed to Coffman & Brown or N. S. Chipman will always elicit prompt replies and full information.

Further up the railroad, some 40 miles is Redding, county seat of

SHASTA COUNTY,

and at the head of the great Sacramento Valley, in the center of a vast fruit raising and agricultural country, as well as mineral, there being several rich gold and silver mines in the immediate vicinity of Redding. Population about 4,000; lands selling at \$10, \$12, \$20, \$40, \$100 per acre. Letters addressed to D. C. Honn will elicit prompt replies. There is still much good government and cheap railroad lands in Shasta County. In all these counties north of Sacramento and including that county irrigation is not necessary to produce crops or accelerate the growth of fruit trees, yet it is occasionally practiced, being easily done because of so many living streams of water in all the country north of the San Joaquin River. Coming down the California and Oregon Railroad we will now take the line on the west side of the Sacramento River. Its soil is rich, deep and productive; irrigation is not necessary to grow oranges, lemons, limes, vines or cereals. Prices of land from \$25 to \$100 per acre.

COLUSA COUNTY.

This is a fine Sacramento Valley county, of which Colusa is the county seat. There is a Narrow Gauge Railroad running across the valley from Colusa to the town of Sites, in the foothills of the Coast Range. Land good, soil deep; and a new canal for irrigation will soon be constructed, so that thousands of acres now unproductive will be brought under a high state of cultivation. Lands \$10, \$20 to \$100 per acre. For particulars address Sec'y Board of Trade, Colusa or Willows.

YOLO COUNTY,

South of Colusa, is also good land and on October 31, 1886 ripe oranges were picked in Woodland, the county seat. Mr. Geo. Blowers is a good man to write to at Woodland, in Yolo County for much information. Prices of land a little higher than in Colusa.

SOLANO COUNTY

Is one of the very best in California, having been settled for many years. Fruit trees have in many localities fully matured. Mr. A. T. Hatch, near Sinsun, has the finest fruit farm in California. He plants, for instance, 75 almond trees on an acre, and when three years old net him \$150 per acre or \$2 per tree; at six years old they will double that. Lands are selling at from \$40 to \$200 per acre. At Nacaville the earliest cherries grown in California make their appearance in April. Mr. Hatch, whose office address is Sinsun, will always answer letters of inquiry.

NAPA COUNTY.

A paradise on earth; the home of the grape, the fig, the olive, and everything nice. The valley lies between two ranges of the Coast mountains and is one of the most healthful localities in this most healthful state. Some of the best wine made in California comes from the Napa Valley. The county seat has about 8,000 inhabitants and is about 50 miles from San Francisco. C. M. Wood is a good man to write to in Napa.

Returning to the foot hills we find Placer County to be one of the best in the upper country. The main line of the C. P. R. R. runs through it, and also a narrow guage road from Nevada City through Grass Valley to Colfax, 22

miles, its junction with the C. P. R. R. Placer County is a fruit growing country and its climate is very healthful. The citrus fruits exhibit from this county at Los Angeles last December attracted much attention especially among strangers who heretofore imagined that the orange only grew and flourished in the lower part of the State. Lands are not high, and fruit lands wild can be bought for from \$10 to \$15 per acre; cultivated lands \$50.

EL DORADO COUNTY.

Placerville, in mining days Hangtown, county seat of this county, has some fine valley and foot-hill lands cheap and capable of producing all kinds of fruit and cereals and vegetables. Prices of lands, \$20 to \$100 per acre. Address Sec. Swisser for particulars. A railroad runs from Sacramento to Placerville through this county.

AMADOR COUNTY

Is similar to El Dorado, joining it on the south, has been a rich mineral county, and is now well populated, and the climate and soil is good. Jackson is the county seat. Lands about the same price and products as other foot-hill counties.

CALAVERAS

Similar to Amador. Lands about the same as to products and prices. So also is

TUOLUMNE

Next south of Calveras.

MARIPOSA

Is not only a fine county as the others in the foot-hills but within its limits is the famous big trees, and the Yosemite Valley, known all over the world.

Attention will now be given to the coast counties.

HUMBOLT COUNTY,

Two hundred miles north of San Francisco, borders on the ocean, is hilly, and covered with dense forests of redwood trees. Between the mountains are beautiful valleys in which the soil is excellent and the climate is good. Lands for fruit culture and farming can be bought for from \$10 to \$40 per acre. Eureka the main seaport town is a great lumber shipping point.

SONOMA COUNTY

Is one of the finest in California, and the Russian River Valley one of the most fertile and lovely in California. The N. P. C. R. R. runs to Cloverdale the head of this valley. Products, all kinds of grain, fruits, figs, nuts, etc. Prices of lands from \$25 to \$100 per acre. Santa Rosa is the county seat, distant from San Francisco about 60 miles, Sonoma has long been famous for its vine products

LAKE

Is a mountain county, but having many beautiful valleys, very rich soil, and producing all kinds of fruits, nuts, vegetables, etc. Lands can be purchased at from \$30 to \$100 per acre Climate excellent.

ALAMEDA,

The second county in population in the state, with over 60,000 people in

Oakland, the county seat. Its northern and western boundaries are the bay of San Francisco, on the east Contra Costa County, on the south Santa Clara, San Francisco being opposite on the peninsula formed by the Pacific Ocean on the west and the bay of San Francisco on the east. Alameda county has rich soil, a magnificent climate, and its products are so varied as to embrace everything grown in every county of California. Lands from \$40 to \$400 per acre according to location and improvement. Two lines of ferries run from here to San Francisco at intervals of 15 minutes.

CONTRA COSTA COUNTY

Is finely located, and is valley, hill and mountain, producing everything grown throughout the State. Martinez, the county seat, on the Straits of Carquinez, a body of water connecting Suisun with San Pablo bay has a population of 3,000. Contra Costa is well wooded and watered. Lands from \$30 to \$400 per acre.

SANTA CLARA COUNTY,

South of Alameda, county seat San Jose the Garden City, with a population of 20,000, and was settled over 100 years ago by Jesuit fathers who planted an avenue of trees two miles long, called the "Alameda," from San Jose to Santa Clara. The Santa Clara Valley, in which San Jose and Santa Clara are located, is one of the loveliest in the world. Lands are high in Santa Clara County, and the soil produces everything grown in the most favored in the State. Three lines of railroads run through this county.

SANTA CRUZ,

A mountain county south of Santa Clara, borders on the ocean, has many fine valleys, and Santa Cruz, a great resort in the warm months. Lands \$40 to \$100 per acre.

MONTEREY,

An old county, settled by the old Jesuits over 100 years ago, borders on the Pacific Ocean, has many fine valleys, produces all kinds of fruits and cereals, as well as vegetables. Lands from \$25 to \$100 per acre. The town of Monterey has a historical interest and here is located the celebrated Hotel del Monte, which together with the grounds form one of the features of attractiveness to the tourist and health seeker. It is justly called the

LONG BRANCH

of the Pacific, 110 miles south of San Francisco. Sunday trains are run, round trips \$5, during Summer.

SAN BENITO COUNTY

Adjoins Monterey on the east and is mostly valley lands in the Coast range of mountains, producing cereals, vegetables and fruits. Lands from \$25 to \$100 per acre according to location and improvements. The Northern Division of the S. P. R. R. runs through it. Hollister is the county seat.

SAN LOUIS OBISPO,

Also in the Coast range, adjoining San Benito on the south, and its western boundary being the Pacific Ocean, the climate excellent, is well wooded and watered, as is also all the coast counties named. The Northern Division of the S. P. R. R. has recently been extended to Templeton, 200 miles south of San Francisco. Lands rapidly selling at \$35 to \$100 per acre. Products same as in coast counties.

Entered according to Act of Congress, in the year 1887, by the Southern Pacific Company, in the office of the Librarian of Congress, at Washington.

MEAN ANNUAL TEMPERATURE.

BROWN	PINK	YELLOW	GREEN	WHITE
68° TO 72°	60° TO 68°	52° TO 60°	44° TO 52°	30° TO 44°

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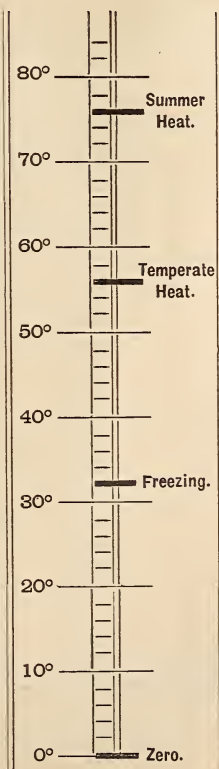
HOTEL DEL MONTE AND PACIFIC GROVE.

LOCALITIES IN THE OLD WC

Corresponding in Temperature with in California,

(52° TO 60°) INDICATED ON THE MAP IN Y

LOCALITY.	Mean Annual Temperature
TURIN, Northern Italy.	53°
MILAN, Northern Italy.	54°
TOULOUSE, Southern France.	55°
VENICE, North-eastern Italy.	57°
CONSTANTINOPLE, Turkey.	57°
MARSEILLES, South-east France.	57°
BOLOGNA, Northern Italy.	57°
MADRID, Central Spain.	57°
MENTONE, South-eastern France.	57°
TOULON, Southern France.	59°
FLORENCE, Northern Italy.	59°
ROME, Western Italy.	59°



The territory represented by the yellow (52° to 60°) is a narrow strip along the coast from near Point Conception in a direction this belt leads and trends in a southward direction until near where it divides, running south to the other running diminishing at San latitude 37°. This also represented the hills bordering the of the State, particularly Sacramento and S

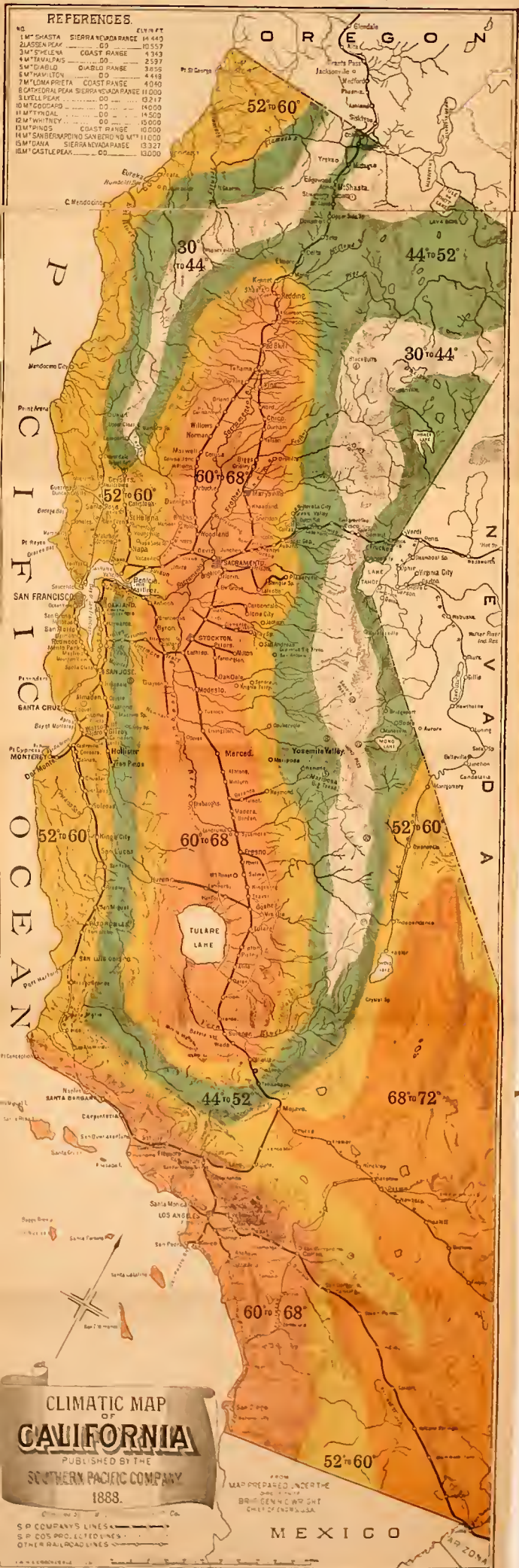
The mean Summer temperature of this territory is 56° to 68°, and the number of the hot days in the State, including the hot spring region. Winter temperatures

IF YOU INTEND TO TRAVEL
TAKE THE
"SUNSET ROUTE"
OF THE
SOUTHERN PACIFIC COMPANY.

BETWEEN YUMA IN E. CORNER OF THE STATE AND FRESCO CITY IN W. CORNER AIR LINE, 480 MILES.
BETWEEN YUMA - E. BORDER OF THE STATE AND BOUNDARY LINE OF OREGON,
VIA ALL RAIL ROUTE THROUGH LOS ANGELES, SACRAMENTO, WILLOWS AND SHASTA, 1015 MILES.

REFERENCES.

NO.	NAME	ELEV. FT.
1	MT. SHASTA	14,440
2	SIERRA NEVADA RANGE	10,557
3	MT. SHREVE	4,343
4	MT. TAMALPAIS	2,597
5	MT. DIABLO	4,418
6	MT. HAMILTON	4,040
7	MT. LOMA PRIETA	11,000
8	CATHEDRAL PEAK	11,000
9	LYELL PEAK	13,217
10	MT. GODDARD	14,000
11	MT. TYNDAL	14,500
12	MT. WHITNEY	15,000
13	MT. PINOS	10,000
14	MT. SAN BERNARDINO	11,000
15	MT. SAN BERNARDINO	13,327
16	MT. CASTLE PEAK	13,000



CLIMATIC MAP
OF
CALIFORNIA
PUBLISHED BY THE
SOUTHERN PACIFIC COMPANY
1883.

FROM
MAP PREPARED UNDER THE
ORDER OF THE
BUREAU OF GEOGRAPHIC SURVEYS
U. S. DEPT. OF AGRICULTURE

MEXICO

MEAN ANNUAL TEMPERATURE

BROWN	PINK	YELLOW	GREEN	WHITE
30° to 44°	44° to 52°	52° to 60°	60° to 68°	68° to 72°

Comparative * Climatic * Map

— OF —

CALIFORNIA.

This map has been compiled from the highest authorities obtainable, but it must be borne in mind by the reader that a chart of this size must of necessity be of a general character, as it would be confusing and altogether impossible to particularize the temperature of every place of interest in the State, and instances may be discovered where the colors designating the borders of one territory may have invaded that of another, but the great isothermal belts of California here represented may be relied upon as substantially correct.

The reader should also bear in mind that comparative charts of temperature can be so only in a certain measure, for between 90° in California and 90° in atmospheres of low humidity, there exists a marked difference, in favor of the former. It has been observed that the temperature at 100° in California brings much less discomfort than 90° in many of the Eastern States.

California Statistics.

—→ 1887 ←—

Second largest State in Union ; area, 188,981 square miles.

Length, 770 miles ; breadth, 330 miles.

Acquired by United States 1847.

Gold discovered February, 1848.

Admitted to the Union September 9, 1850.

Population (census of 1880) 864,694.

Population 1887 (estimated) 1,300,000.

Ranked twenty-fourth State in population, census of 1880.

Ranked first State in per capita wealth, census 1880.

Ranked ninth State in aggregate wealth, census 1880.

Twelfth State in manufacturing importance, 1880.

Fifteenth State in agricultural products in 1880.

Assessed value of all property in 1887, \$900,395,713.

Increase over year 1886 of \$132,000,000.

Deposits in commercial and savings banks, \$146,711,443.

Deposits in savings banks in 1887, \$70,077,893.

Net debt of State, \$354,500.

Number of newspapers published, 417.

Number of public school buildings 1885, 3,262.

Number of teachers, 4,082.

School expenditures in 1885, \$3,920,228.

Salaries paid to teachers 1885, \$2,573,623.

Value of school property 1885, \$7,936,620.

Gold and silver product in 1887, \$20,000,000.

Total gold and silver product since 1848, \$763,986,954.

Orange product coming season (estimated), 1,250,000 boxes.

Hop product, 4,500,000 pounds.

Wool product, annual average ten years, 41,500,000 pounds.

Wheat shipments, annual average eight years, 15,000,000 centals.

Flour shipments, annual average five years, 1,200,000 barrels.

Barley crop, annual average three years, 20,000,000 bushels.

Quicksilver product, average annual output for eight years, 45,000 flasks.

Grape brandy product in 1887, 800,000 gallons.

Wine product, annual average five years, 16,000,000 gallons.

Raisin product in 1887, 1,000,000 boxes.

Bean product of 1887, 60,000,000 pounds.

Vegetables shipped to East in 1887, 40,000,000 pounds.

Canned goods shipments, 50,000,000 pounds.

Nut crop of 1887, 2,250,000 pounds.

Dried fruit shipments, 16,000,000 pounds.

Green deciduous fruits shipped East in 1887, 35,342,000 pounds.

LAKE TAHOE AND DONNER LAKE.

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SANTA BARBARA,

Famous for its vines and olives, for its fine climate and health-giving breezes, reached by rail from New Hall on the main line of S. P. R. R. by the branch. Lands \$20 to \$100 per acre. Good soil, fine valley and fruit, vines, etc., produced largely; well wooded and watered.

LOS ANGELES AND SAN DIEGO

The author has said but little concerning these two counties, believing them both sufficiently well known. The climate of both is excellent and in some places the soil is good. Irrigation is necessary to have a good growth of vegetation and trees, but the stranger must remember that there is scarcely any difference in the temperature of these counties and those further north while land is to be purchased in the upper part of the State for a tenth of the price in these two counties. Go and see for yourself and you will say there has not been a misstatement in this book,—*The Author*.

These are the principal counties seen south by the homeseeker, tourist and health seeker. Remember that in none of them is there any cold weather at any time of year; no cyclones or blizzards, no frost, no ice, no snow. Why then not live in a country where you are free from many ills which beset you in states east of the Rocky Mountains, and live where flowers ever bloom and birds sing throughout the year, where it requires but little effort to grow not only the necessities but the luxuries of life? Go and see for yourself and you will say "the half has not been told"

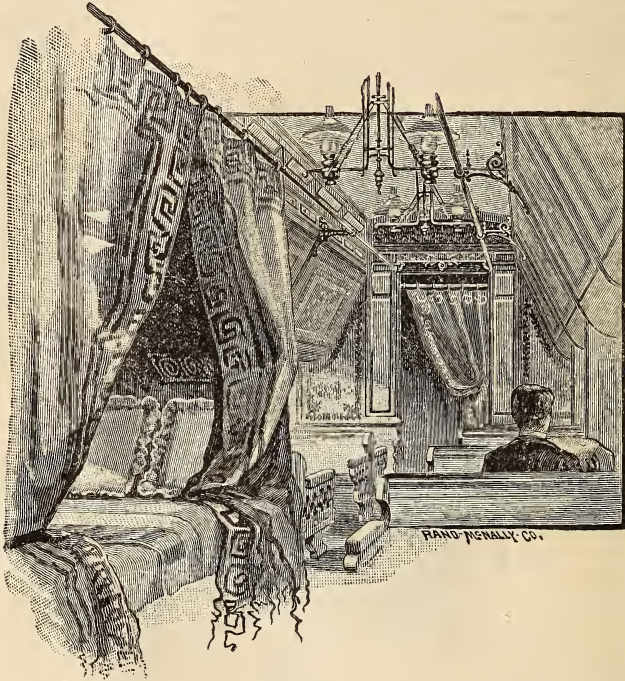


HOW TO GO TO THE PACIFIC COAST.

ROUTES FROM CHICAGO.

THE GREAT BURLINGTON ROUTE—C. B. & Q. R. R.

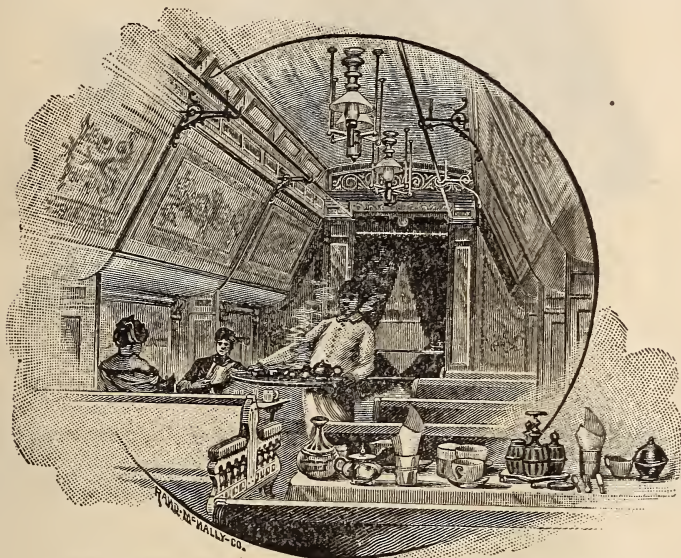
Who that has ever traveled, or read about traveling, has not heard of the great Burlington Route, with its thousands of miles of steel rail stretching westward from Chicago, crossing the mighty rivers Mississippi and Missouri, and away over the plains of Nebraska and Colorado, until the shrill whistle of its locomotives reverberates among the canyons and defiles of the Rocky Mountains. It has many miles of track stretching also southward, reaching St. Louis, Quincy, Kansas City, St. Joseph, Atchison and other prominent cities, but in this work more particular notice will be given to it as one of the



Interior view of the Pullman (16 Wheel) Sleepers running only on the Burlington Route.

great thoroughfares over which thousands travel annually to California. The smoothness of the track, the elegance of the cars, the speed of the trains, the cuisine of its dining cars, has made it rank A No 1 among all the principal railway lines of the country. Turning westward from Chicago, its lines reach Council Bluffs, Iowa, and Omaha, via Plattsmouth, while from Chicago

to California direct the passenger can go to Denver, Colorado, thence connecting with trains on the Denver & Rio Grand Railroad direct to Ogden via Salt Lake City. The Burlington road to California, leaving Chicago, passes diagonally across the state of Illinois striking the Mississippi river at Burlington, where it crosses on a magnificent iron bridge. On the line to Burlington, this road has some large cities and towns of much importance, and through some of the very best agricultural country in Illinois. Among the towns may be mentioned Aurora, on the Fox River, Mendota and Galesburg. At Gales-



Interior view of Buffet Sleepers, running on the Burlington Route.

burg the Burlington branches off toward Quincy, and other lines lead off to the southwest Burlington, in Iowa, was quite a flourishing town in old steamboat days, but suddenly assumed metropolitan proportions after the Burlington road got there. Thence westward over the fertile State of Iowa it was pushed, and overcoming many difficulties, finally reached the Missouri River, at a point near the mouth of the Platte River. As the construction of this line progressed westward its influence was felt in the rapid settlement and development of the country adjacent to its line, and it proved the great civilizer of Central and Western Iowa Its projectors not willing to rest upon well earned laurels, sought other wilds to explore, and in 1869 began in Nebraska construction and in 1870 was the first railroad to reach Lincoln, the State capitol. In that same year advance parties of its surveyors startled vast herds of wild buffalo in the Republican River Valley. In 1873 the road was completed to Kearney, where it formed a junction with the U. P. Railway. A very few years later it had reached Denver, and recently it has opened a new line direct to Cheyenne, Wyoming Territory, a little over 1,000 miles west of Chicago. And with all this rapid progress its builders have never forgotten that to do a thing in first-class style is to do it but once, hence the rails are of steele, 60 pounds to the yard, fastened together with Fish plates, and so well ballasted that there is little or no oscillation to the cars no matter how swiftly they run. The cars are all of the very best material and construction and their locomotives fast Heavy grades have been avoided and the tediousness

of travel is alleviated and made scarcely perceptible on its trains Between Chicago and Omaha it is the great favorite route, and a traveler can always safely make his calculations on time, as the trains run on a schedule, and one



Interior view of the famous C. B. & Q. Dining Cars, running only on the Burlington Route. which is adhered to, and it is now proverbial among traveling men to say, "I'll be sure I'll come by the Burlington," or "Q," as some of them call it for



Interior view of Reclining Chair Cars (seats free) running on the Burlington Route. short, or "C B. & Q." Passengers for California should be sure and take this

route in going either via Omaha or Denver. It runs sleeping cars on all its through trains.

THE BURLINGTON'S KANSAS CITY LINE.

Should the passenger for California desire to see the great business city of the Missouri River Valley, he can go from Chicago direct to Kansas City via the Burlington's lines, passing en route Galesburg and Quincy, and from thence running across the State of Missouri. On the Burlington's Kansas City trains the through passenger can ride in a reclining chair car free of charge, or if he prefers, in a through sleeping car, and take his meals in a first class dining car. At Kansas City take the U. P. Railway for Ogden via Denver. The principal offices of the C. B. & Q. are in Chicago. Its city ticket office is on the corner of Clark and Adams streets, opposite the postoffice. Travelers can always procure there tickets to California points as low as by any other line, and have choice of routes.

Mr. Henry B. Stone is the general manager, and Mr. Paul Morton, general passenger agent of the C. B. & Q. R. R.

DENVER AND RIO GRANDE RAILROAD.

When selecting your route remember the Denver & Rio Grande Railroad is the only trans-continental line passing through Salt Lake City, connecting the Trunk Lines at Denver and Pueblo with the Southern Pacific Railroad at Ogden.

This route, which is justly entitled to the designation of the "Scenic Line of the World," offers to those who traverse it an opportunity to behold natural scenery unsurpassed for grandeur and beauty. In addition to the attraction of the scenery, the Denver & Rio Grande Railroad presents a series of the most remarkable successes in engineering ever achieved, passing as it does, through canons thousands of feet deep, and crossing mountain ranges at an elevation of two miles above the level of the sea. The curves and grades, and the many ingenious devices to overcome apparently insurmountable obstacles, are sources of constant and lively interest during the entire journey, every part of which is full of new and striking examples of nature's marvels or the engineering skill of man.

In matters pertaining to comfort, speed, elegance, equipment and all those things which add to the physical enjoyment of the traveler, the Denver & Rio Grande Railroad is second to none.

All trains are provided with Pullman Palace Buffet Coaches, and at suitable distances are located eating houses unsurpassed for elegance. The accommodations for third class passengers are the best. Free Tourist Sleeping Cars are furnished to holders of third class tickets from Denver west.

For all information in regard to excursions and descriptive books, call on or address,

W. B. Cobb, General Eastern Passenger Agent, 317 Broadway, New York.
Matt Johnson, General Agent, 236 Clark street, Chicago, Ill.

L. B. Eveland, Traveling Passenger Agent, Kansas City, Mo.

C. L. Paris, Traveling Passenger Agent, 249 West Fourth street, Cincinnati, O.

W. F. Tibbitts, Traveling Passenger Agent, Denver, Col.

A. N. Oliver, City Passenger Agent, Denver, Col.

S. K. Hooper, General Passenger Agent, Denver, Col.

RAILROADS FROM CHICAGO TO THE MISSOURI RIVER

CONNECTING WITH UNION PACIFIC AND MISSOURI PACIFIC.

Chicago, Milwaukee & St. Paul, Chicago, Burlington & Quincy, Chicago & Northwestern, Chicago, Rock Island & Pacific, Chicago & Atlantic, Wabash, Illinois Central. For particulars address agent of these roads at Chicago, As rates of fare fluctuate, it would be well to inquire of your nearest railroad agent. Also for locations of lands write to agent S. P. Company at Chicago, or to either of the agents in San Francisco.

RAILROADS IN CALIFORNIA.

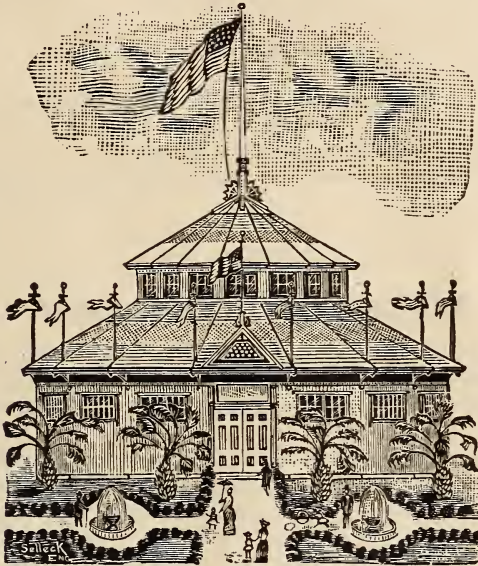
California has perhaps the most complete railroad system in the United States. One reason for this is that nearly every one of the roads is under one management, and that an able one, which builds the best roads on this continent; equipment unsurpassed, and managed so well that not even the slightest details are neglected

THE SOUTHERN PACIFIC COMPANY

Is frequently confounded with the old Southern Pacific Railroad Company, and is not generally understood. There were so many roads belonging to and controlled by the old C. P. R. R. Co. that to avoid confusion, and to centralize the matter, a few years ago the Southern Pacific Company was organized and the great corporation leases the C. P. R. R from Ogden to Sacramento, the Southern Pacific Railroad from San Francisco to New Orleans, the California Northern to Portland, Oregon, both branches the South Pacific Coast Railroad, the Northern Division of the Southern Pacific Railroad, which runs south from San Francisco into San Louis, Obispo County; and many other side lines as follows :

	Miles.
Amador Branch.....	27.00
California Northern.....	26.50
California Pacific... ..	112.50
Central Pacific	602.22
Northern Railway	148.40
Sacramento & Placerville.....	48.50
San Francisco & Northern Pacific	92.50
San Pablo & Tulare	46.00
Southern Pacific	869.50
Stockton & Copperopolis.....	44.63
Vaca Valley & Clear Lake.....	29.75
Nevada County Garrow Gauge.....	22.50
North Pacific Coast.....	76.25
South Pacific Coast.....	45.30
Santa Cruz	21.16
California Southern.....	126.86
Pacific Coast	63.90
San Joaquin & Southern Nevada.....	30.30

In addition to these a line is under construction from Tracey to Bakersfield down the west side of the San Joaquin Valley, via Huron, and from Willows to Lower Lake, in Lake County, from Fresno down the eastern side of the San Joaquin Valley. The Southern Pacific system, as it is called, is so perfect in its arrangements that there are no counties in the State scarcely but what has more or less miles of railroads controlled and operated by it. Its Central Pacific branch was the connecting link of the first great continental line, and in all its details is simply perfect; its rolling stock is complete and of the very best. Its day coaches are new and magnificent; its sleepers, made by the Pullman Car company, are marvels of luxury on wheels. This company has recently had constructed some cars called Tourists' Sleepers, with double berths in each section a ladies' toilet and cooking room at one end, a wash room and smoking room in the other. These cars are used for parties who do not wish the expense of Pullman sleepers, and who do not wish to make the round trip. No charge is made for the accommodations in these cars, as the passenger can



EXHIBITION BUILDING CENTRAL CALIFORNIA PRODUCTS, AT SACRAMENTO. SEE IT
NEAR S. P. CO'S PASSENGER DEPOT.

take his or her own mattress, blankets, or whatever bed clothing is deemed necessary. The fare to San Francisco from Missouri River points, as Council Bluffs or Kansas City, is \$35.50 for persons who go in these cars. These are through tickets and limited, giving the passenger no stop off privilege. These cars run on the New Orleans route, and from Ogden to San Francisco. A glance at the accompanying map will show what counties are penetrated by the lines of road operated by this company. The rates of fare by the overland roads are much less than on any railroad east of the Rocky Mountains, being less than 2 cents per mile on through traffic, while local fares in California are about the same as in the East. The gentlemen whose genius has constructed the lines of railroads in California have reason to congratulate themselves on the abundant success of their spirit of enterprise, and their roads have made it possible for people to live on or cultivate lands which otherwise would have to

this day remained a wilderness. These roads have been the civilizing influence which has brought California out to be the greatest of all the States and the brightest star in the constellation. The railroads are constructed of steel rail, none of it less than 60 pounds to the yard; all the hundreds of miles of track so well ballasted that there is no swaying jolting motion to the cars, and a 40 mile an hour rate is the usual thing with their trains. This company owns much land yet in California and letters addressed to W. H. Mill, Land Agent C. P. R. R., or Jerome Madden, Land Agent S. P. R. R., at San Francisco, will always meet prompt attention.

The principal officers of the Southern Pacific Company are as follows:

President—Leland Stanford.

Vice-President—Col. C. F. Crocker.

Assistant Vice-President—Stephen T. Gage.

General Manager—A. N. Towne.

General Superintendent—J. A. Fillmore.

Assistant General Superintendent—R. H. Pratt.

General Traffic Manager—J. C. Stubbs.

General Passenger and Ticket Agent—T. H. Goodman.

General Freight Agent—Richard Gray.

Assistant General Passenger and Ticket Agent—R. A. Donaldson.

2d Assistant G. P. A., Jas. S. Horsburg.

Assistant General Traffic Manager—Wm. Sproule.

Executive Committee of Board of Directors—Stephen T. Gage, Col. C. F. Crocker, Timothy Hopkins.

THE UNION PACIFIC RAILWAY.

This great national highway is so well known, not only throughout the United States, but all over the world, that a mere reference to it in this book would seem sufficient, yet for the benefit of those who have never had the pleasure of riding over its smooth track, and thus had an opportunity of gazing upon the fine scenery along its route, the following is appended.

It formed a part of the first trans-continental line of railroad from ocean to ocean, and was conceived, and its construction authorized, as a war measure, the needs of the government during the last war having clearly shown the necessity for it. When first talked of many thought the feat of constructing a line of railroad over the Rocky Mountains an utter impossibility. Many of those who had crossed the plains, deserts and mountains to California in '49-50, *knew* very well a railroad could not be built there, for "how could a locomotive ascend a mountain where six yoke of cattle could scarcely haul a wagon." It must be remembered that the line of this road follows almost exactly the old emigrant wagon road, not only on the plains on the north side of the Platte river, through the State of Nebraska, but in fact all the way to Ogden, in Utah Territory. In the days of '49-50, when long trains of gold seekers, after out fitting at Council Bluffs, wended their way over the plains, the country was filled with hostile Indians, herds of wild buffalo, deer and antelope. There was scarcely a house west of the Elkhorn River within 20 miles of Omaha. Now the traveler sits in a luxurious Pullman car, and is whirled over the smooth railroad at 40 miles an hour past villages, towns and cities filled with active, busy, intelligent people, and as far as the eye can reach on either side of the road farms join each other

and a million and a half of people live in the State of Nebraska, through which the road runs

It is a pleasant occupation, as one is whirled thus swiftly along, to close his eyes and let the present aspect of prosperity and thriftiness roll away, and call up scenes of early days which have now passed into the history of this country.

A long train of covered wagons, or prairie schooners, hauled by weary looking cattle, which find a scanty subsistence on the tufts of buffalo grass, the only feed for stock. In the wagons the women and children, a led horse, a faithful dog or two, and clouds of dust accompanying the procession. At nightfall fires gleam brightly where a few scanty brush is obtainable; the picket guard established lest the thieving Indians constantly lurking around should stampede the stock or make an attack on the emigrants, murder them all and rob and pillage the train. Herds of buffalo come down from the uplands to slake their thirst in the waters of the Platte River, and the solitude of night is broken by the shrill bark of coyotes, which hang around camp to feast upon the debris. But the days of weary travel are over. Swiftly moving trains carry the traveler further in one hour than the emigrants made in two days.

This railroad is one of the very best on this continent. Every improvement which human ingenuity has invented for the safety or comfort of the traveler, is in use on the U. P. Railway, and it has been operated so many years, having been finished in 1869, that all weak points at all assailable by the snow, have been protected, while the country adjacent to it is so well settled that should an accident occur to delay trains, the passengers would be certain to be well cared for, and a trip over it is perfectly safe at all seasons of the year. For nearly 500 miles west of Omaha there are no heavy grades or curves. The Pacific Hotel company run the eating houses and no better meals are to be found on any railroad in the United States.

Reference has been made to the prosperous towns and cities on this line. Fremont, 47 miles west of Omaha, is a city of over 5,000 inhabitants. Grand Island, 113 miles farther west, has over 5,000, with lateral branches of the U. P. both north and south; 40 miles farther west Kearney, with 4,000 inhabitants, the junction of the B. & M. R. R. North Platte, 291 miles west of Omaha, with 3,000 inhabitants; Sidney, 100 miles farther with 1,500, and a military post, and next Cheyenne, the capitol of Wyoming Territory, with 10,000 people. Here has recently been erected a beautiful depot by the railroad company. Cheyenne is situated at the base of the foot hills of the Rocky Mountains, and is 6,038 feet above sea level, and in coming from Omaha, distant 516 miles, the traveler has ascended about 5,000 feet, but so gently as to be imperceptible. A branch of the U. P. R. R. runs from this city to Denver, the capitol of Colorado, distant 100 miles. After leaving Cheyenne the train climbs a grade of 2,000 feet in 33 miles to Sherman, 8,235 feet above sea level, and the highest point on the line between Omaha and San Francisco. A monument to Oakes Ames, the projector of this road has been erected here, and is an object of interest to the traveler. It can be seen on the left hand side of the train going west. Between there and Laramie, 24 miles, are many objects of interest to the traveler. At Dale Creek the train crosses on an iron bridge 180 feet high, and away off to the southward can be seen Pike's Peak and other high elevations of the Rocky Mountains, while to the northward are buttes of red sandstone seeming to be ancient fortresses castles and buildings. Between Sherman and Laramie there were formerly several miles of snow

sheds, but the company has recently widened the cuts so that their use is now unnecessary. We are now on the

GREAT LARAMIE PLAINS,

which stretch away for miles on either side and which affords pasturage for thousands of cattle and horses.

Fifty miles west of Laramie is Rock Creek. In this locality there are immense coal beds, and this is the locality made famous by the massacre of Chinese laborers a few years ago, when the noble army of white men emphasized their remark of "the Chinese must go," by murdering a lot of them.

Thirty-four miles west is Carbon, also in the coal region, a town of considerable importance, having a population of about 1,500.

Rawlins, 52 miles farther, is a town of 2,500 people. It is named after Gen. John A. Rawlins, chief of staff for Gen. Grant during the war and afterwards secretary of war during Grant's first term as president.

Green River, 136 miles farther west, is where the Oregon line to Portland leaves the main stem. It is the end of a division and has a population of about 1,000. Evanston, 110 miles west, is the last town of importance in Wyoming Territory and contains a population of about 2,000. The next 100 miles west abounds in magnificent scenery, the train passing through Echo and Weber canyons and the principal objects being Castle Rock, Pulpit Rock, Devil's Slide, and several pallisades, and the 1,000 mile tree. These are in Utah Territory; and Ogden, 1,032 miles west of Omaha is the largest city in that territory except Salt Lake City, 36 miles distant, reached by two lines of railroad. Ogden is situated in Salt Lake Valley, and contains a population of 8,000. It has street railways, electric lights and good hotels. It is 4,300 feet above the sea level, the climate being a very fine one. A railroad owned by the U. P. Railway company runs north from here into Idaho and Montana, and connects with a line to Portland.

From Sherman west to Ogden the road runs at an elevation most of the entire distance of from 4,800 to 6,000 feet, and abounds in magnificent scenery peculiar to the Rocky and Wasatch mountains. The equipment of the Union Pacific road is of the very best. Pullman Palace sleeping cars on all trains, and those who go second class are hauled in excursion sleepers daily on express trains, no charge being made for the sleepers. At Ogden the trains connect directly with those on the Central Pacific, and the passengers are subjected to no delay. Through passengers can go to San Francisco or Los Angeles in the same car, without change, and baggage is checked through to all points. In fact under the able management of J. L. Kimball this line is increasing in favor, as its rapidly increasing business testifies.

Thos S. Kimball is general manager, Mr. J. S. Tibbetts' general passenger and ticket agent and Mr. E. L. Lomax assistant general passenger and ticket agent. The general offices are in Omaha. Chicago office, 191 Clark street.

Leaving Kansas City, the young giant of the west, at the junction of the Kaw or Kansas River with the Missouri by the Kansas Pacific division of the Union Pacific Railway, one passes through some of the finest farming land of the west, and a succession of thriving cities and towns. First, Lawrence, the scene of many exciting events during the time when it was a question whether Kansas was to be a free-soil or slave state. Topeka, the capitol of the state and the largest city, containing some 35,000 people. Here the A. T. & S. F. system have their headquarters and extensive shops. Junction City, next, is so called from the fact that here the M. K. & T. R. R. has a branch reaching to Texas, Arkansas and the Gulf of Mexico. Just east of here you see on your

left an old white building which is the place where the first territorial legislature of Kansas held its sessions. Abilene, is a thriving town of 8,000 inhabitants, which was a few years ago the terminus of the great Texas drives. Civilization, however, soon put a stop to this, and now we find the end of the trail at Hugo, Col., 500 miles west of the Missouri River, but to-day the drive is far less important, and only hundreds of cattle are driven where it used to be thousands. At Solomon and Salina you pass two more typical western cities—fine buildings, broad streets and a general air of thrift and prosperity. Between Salina and Ellsworth the road runs through the Harker Hills, where the traveler sees many cairns of stones, mementoes of John C Fremont, the pathfinder. From Ellsworth to the boundary line of the state you pass through what a very few years ago appeared on all school geographies as the Great American Desert, and it was considered a hopeless waste, forever devoted to jack rabbits, prairie dogs and buffalo, but as you roll along at a speed of 35 miles an hour in a Pullman car you see a succession of prosperous communities and fields of corn extending as far as the eye can reach. At Cheyenne, Col., is a well of the purest water that is found between the Missouri River and Deme. A few years ago the United States government sunk a well here some 1,800 feet endeavoring to solve the water question by a series of artesian wells. Water was found but not a flowing well. When they reached a depth of 1,850 feet their machinery broke and the well was abandoned. A year ago, however, the Union Pacific plugged up the deep well at a depth of 180 feet and since then have pumped all the water needed for their locomotives. A town has sprung up and the days of large unfenced ranches in Eastern Colorado are over. From Cheyenne the road climbs rapidly until First View is reached. This station is so called because here the passenger gets his first view of the snow capped mountains of Colorado, with Grays Peak in the west and Pikes Peak on the south.

The descent is rapid into Denver, with a population of 85,000, the queen city of the mountains and capital of Colorado, the Centennial State. This city was the basis of supply for the mountain towns at the time of the famous Pike's Peak gold excitement, long before the Union Pacific had even been started; when the plains were dotted with the now almost obsolete prairie schooner, each one bearing the legend, "To Pike's Peak or Bust." The gold excitement died out, but soon the wonderful richness of the other mineral resources of Colorado became known, and since then the growth of Denver has been wonderful. The dry climate of Colorado is said to be unrivalled for all diseases of the lungs, if the patient goes there in time. From Denver, the ride to Cheyenne for the first 60 miles is through a succession of fine farms and towns. Here the Eastern traveler for the first time sees fields of alfalfa of a deep green color grown by the use of irrigating ditches, the water for which is brought down from the mountains in large canals and thence distributed by means of smaller ditches. This method of farming is a necessity in Colorado as for months at a time in the dry season it never rains. However, the melting of the snow on the lofty mountains furnishes a supply of water sufficient to irrigate the entire state if necessary. The run of 107 miles from Denver to Cheyenne is made in short order, and at the latter point the traveler joins the main line of the U. P. and starts for his long journey to California and the Golden Gate.

A JOURNEY ACROSS THE CONTINENT VIA THE SCENIC LINE.

The Denver and Rio Grande Railroad is the only trans-continental route passing through Salt Lake City, connecting the trunk lines at Denver and Pueblo with the Central Pacific at Ogden. While its branches still form a vast network over all Colorado—reaching every mining camp and productive section of the State, penetrating deep canons, and climbing the highest mountains—the main line has been extended westward over snowy heights, through shadowy gorges, across plains and up fertile valleys, to and beyond the City of the Saints. A profusion of grand and beautiful scenery exists all along its entire length. There are mountains of every conceivable shape and size; secluded parks containing long stretches of the fairest farm-land; foaming torrents and broad rivers; wild, dark canons; dense thickets and mirror-like lakes nestling beneath green mountain slopes. The topography constantly changes; now the eye rests on the wildest grandeur, and where the elements hold uncontested sway; then the scene is mild and beautiful, with rich simplicity. At one time confusion; at another perfect order. Arctic heights this hour, summer lowlands the next. Farms are lost, only to reappear beyond the forests which intervene; tiny streams become wide rivers, and changes are wrought as quick as thought while moving on from town to city. The road opens to civilization some of the richest districts of both the state and the territory. The western limits of Colorado and the eastern confines of Utah, the wealth of the Wasatch Range and the prolific Utah and Salt Lake valleys, are brought into direct communication with the East, and placed within reach of the capitalist and the settler.

A full description of all the scenery encountered between Denver and Ogden would require much more space than is here allotted, and it will therefore be practicable to notice only a few of the attractions, and these briefly. From Denver the railway follows the Front Range of the Rocky Mountains for one hundred and twenty miles. To the east stretch the sea-like plains, rolling silent and brown. On the west rises the irregular shaped, blue-tinted range, beyond whose low and green wooded foothills peer majestic peaks with snow-capped summits. On the crest of the divide which separates the water of the Platte from those of the Arkansas, is Palmer Lake, with its flashing boats, its picturesque pavilion, and the soft cool breezes which render it so popular in summer days. At Colorado Springs, famous the world over as a winter resort, a short branch extends westward to

MANITOU,

located at the very base of Pike's Peak, and shut in on three sides by the foothills which hide it from view until a sudden turn exposes its hotels, cottages and green surroundings. Known as the Saratoga of the West, on account of the medicinal springs which it possesses, Manitou in reality is far superior in attractiveness to its namesake. It lies within easy reach of Nature's grandeurs, and the different rides and rambles are full of surprises and delights. A narrow trail leads by steep grades to the summit of Pike's Peak, following all the while the banks of a mountain stream, and affording extended views, through clefts in the range, of the cloud-patched plains beyond. From the snow-covered top of this grand peak, Colorado is spread out at the observer's feet in all its harmonious confusion. Mountains, plains, parks, rivers and lakes meet the eye at every turn, and the sight is one to linger in one's memory forever. Another pathway, the Ute Pass, extends to Manitou Park, where a mountain-

hemmed valley, watered by a twisted stream, reposes in the midst of odorous forests. Near the hotels is Williams Cañon, a red-rock gorge worn by the waters long ago, and containing in one side of its high walls the mysterious Cave of the Winds. The hundred or more chambers of this cave are filled with stalactites and stalagmites. Not far away is the It is filled with various ous shapes, and at its immense ledges of red the prows of two huge Cheyenne Cañon is a leaps into a granite broken seven times by the cliffs; and other found in Ute Pass on Bouille, and in Queen's Manitou's hotels are with tourists, who in visiting the varied Eyrie, Austin's Glen, Iron Springs and Blair by thousands who esque beauty. The tou is delightfully cool of shade, and good

Resuming our journey we soon pass Pueblo, divisions of the Den- diverge for Wagon and Silverton, and the

Southern Colorado and New Mexico. Just beyond Cañon City we reach the



RAINBOW FALLS.

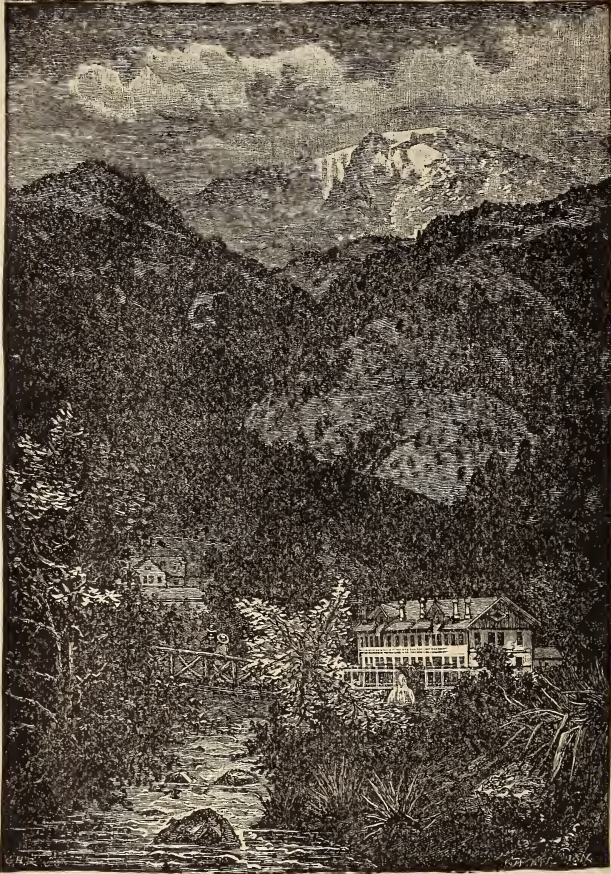
mites which glisten in held by explorers. Garden of the Gods. colored rocks of curi- entrance stand two sandstone resembling ships. In South beauti ul fall, which basin after being projecting terraces of cataracts may be the Fontaine-qui- Cañon. In summer, filled to overflowing never seem to weary attractions. Glen Rainbow Falls, the Athol are frequented admire their pictur- atmosphere of Mani- there is an abundance roads everywhere. ney on the main line, where the southern ver and Rio Grande Wheel Gap, Santa Fe, sublime scenery of

GRAND CANON OF THE ARKANSAS,

the narrowest portion of which is known as the Royal Gorge. When first examined it seemed impossible that a railway could ever be constructed through this stupendous cañon to Leadville and the West. There was scarcely room for the river alone, and granite ledges blocked the path with their mighty bulk. In time, however, these obstructions were blasted away, a road-bed closely following the contour of the cliffs was made, and to-day the cañon is a well-used thoroughfare. But its grandeur still remains. After entering its depths, the train moves slowly along the side of the Arkansas, and around projecting shoulders of dark-hued granite, deeper and deeper into the heart of the range. The crested crags grow higher, the river madly foams along its rocky bed, and anon the way becomes a mere fissure through the heights. Far above the road the sky forms a deep, blue arch of light; but in the Gorge hang dark and sombre shades which the sun's rays have never penetrated. The place is a measureless gulf of air with solid walls on either side. Here the granite cliffs are a thousand feet high, smooth and unbroken by tree or shrub; and there a pinnacle soars skyward for thrice that distance. No flowers grow, and the birds care not to penetrate the solitudes. The river, sombre and swift, breaks the awful stillness with its roar. Soon the cleft becomes still more narrow, the treeless cliffs higher, the river closer confined, and where a long iron bridge hangs

suspended from the smooth walls, the grandest portion of the cañon is reached. Man becomes dwarfed and dumb in the sublime scene, and Nature exhibits the power she possesses. The crags menacingly rear their heads above the daring intruders, and the place is like the entrance to some infernal region.

Escaping from the Gorge, the narrow valley of the upper Arkansas is traversed, with the striking serrated peaks of the Sangre de Cristo close at hand on



MANITOU AND PIKE'S PEAK.

the west, until Salida is reached. Here a branch of the railway bears northward to Leadville to Freemont Pass, and the Mount of the Holy Cross, while the main line crosses the Arkansas. leaves Poncha Springs on the left, channels into a narrowing but verdant valley running down between low-browed hills, and begins to scale the heights of

MARSHALL PASS,

that wonderful pathway over the Continental Divide. The grades at first are only moderately steep. A clear stream gurgles through the thick growth of brush, and eastward lies the range we have passed along. Soon however, the hills merge into mountains, and press more closely together. Looking up at



MARSHALL PASS.

the distant summit, there is seen a narrow rim of earth which marks the onward course of the road. Gradually we move upward. The prospect broadens, and soon the valley lies far below. Now the ascent begins in earnest. Two sturdy engines toil and pant, the curves are sharp and frequent, banks of snow surround us, and tangled masses of half-dead forests, with fallen trees and others bent by the fierce winds, are on every side. In an hour's time we are at the summit, 10,858 feet above the sea. Looking back over the way we have come, Mount Ouray stands, bare, solitary and high above its mates, at our left. Around it lies a sea of granite billows, tumbled wildly together, and holding within their giant embrace green valleys and sparkling streams. Away in the distance rise the long continued heights of the Sangre de Cristo Range, white with everlasting snows on their crests, but lower down covered with dark forests. At their base is the great San Luis Park, sloping away into an unseen distance. The wind is cold; all nature hardened; and a silence, deep, unfathomable, reigns about us. But turning to the westward, the scene changes. The view embraces less formidable heights, and is more soft, subdued and beautiful. At our feet, and doubling back and forth down the mountain side, are the loops of the road leading to the valley. It disappears within the forests, but is seen again far down the narrow vale. There runs Tomichi Creek, through sylvan shades, and beyond, hazy, obscured in the distance, is the broad plateau on which Gunnison City stands. We are above all neighboring peaks, and the country is exposed beneath us, with its every beauty shown. The eye is untrammelled in its vision, sweeping at will the mighty areas about. The descent begins, and the road winds around projecting headlands, on the verge of vast precipices, treads dark recesses where patches of light fall through leafy canopies upon the green slopes, follows the windings of the Tomichi, and later courses through cultivated meadows dotted with haystacks and small ranch houses. As the train rolls swiftly on, a backward glance gives the traveler a comprehensive idea of the vast heights overcome in the passage.

Beyond Gunnison, the railway traverses the valley of the same name, following the river closely, and encountering nothing but meadows and low, grayish cliffs. Soon, however, the channel, which the stream has worn, becomes narrower. The cliffs grow higher and steeper, the vegetation is less abundant, and suddenly the sunlight is cut off by broken summits, and the

BLACK CANON OF THE GUNNISON

holds us fast in its embrace. This gorge is grander, deeper, darker, and yet more beautiful than the one we have so lately penetrated. It is thrice as long, has more verdure, and, although the walls are dark-hued enough to give the place its name, still they are of red sandstone in many places, and from their crevices and on their tops shrubs, cedars, and piñons grow in rich abundance. The river has a deep, sea-green color, and is followed to Cimarron Creek, up which the road continues, still through rocky depths, to open country beyond. The Black Cañon never tires, never becomes commonplace. Here a waterfall starts from a dizzy height, is dashed into fragments by lower terraces, and, tossed by the winds, reaches the river in fine white spray; there another cataract leaps clear off the walls, and thunders unbroken upon the ground beside us. In the cliffs are smaller streams, which trickle down and are lost in the river below. At times the cañon narrows, and is full of sharp curves, but again has long, wide stretches, which enable one to study the steep crags that tower heavenward two or three thousand feet. Currenenti Needle, the most abrupt and isolated of these pinnacles, has all the grace and symmetry of a

Cleopatra obelisk. It is red-hued from point to base, and stands like a grim sentinel, watchful of the cañon's solitudes. At the junction of the Gunnison and the Cimarron a bridge spans the gorge, from which the beauties of the cañon are seen at their best. Sombre shades prevail; the streams fill the space with heavy roars, and the sunlight falls upon the topmost pines, but never reaches down the dark red walls. Huge boulders lie scattered about; fitful winds sweep down the deep clefts; Nature has created everthing on a grand

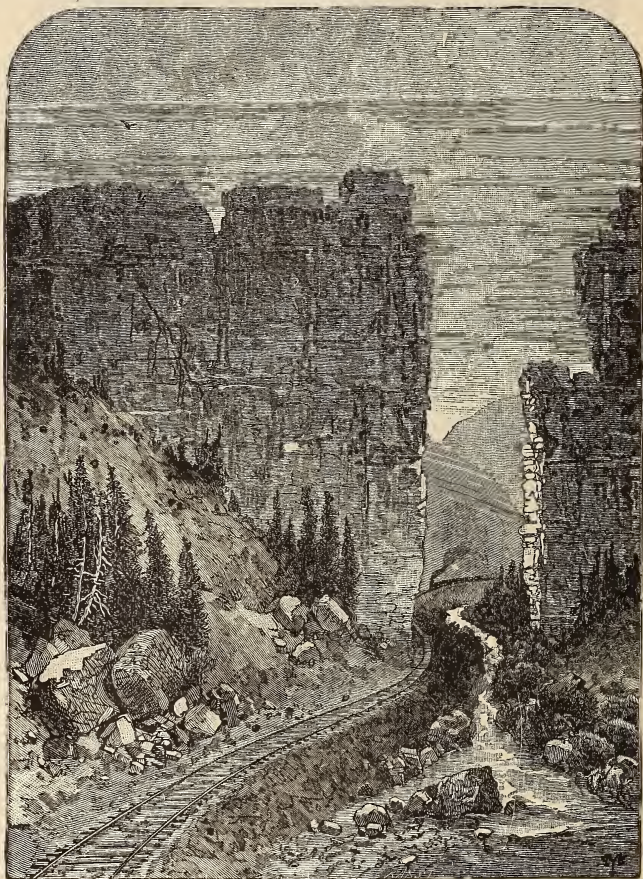


THE ROYAL GORGE.

scale; detail is supplanted by magnificence, and the place is one appealing to our deepest feelings. It greets us as a thing of beauty, and will remain in our memory a joy forever. Long ago the Indians of the region built their council fires here. By secret paths, always guarded, they gained these fastnesses, and held their grave and sober meetings. The firelight danced across their swarthy

faces to the cliffs encircling them. The red glow lit up with Rembrandt tints the massive walls, the surging streams and clinging vines. They may not have known the place had beauties, but they realized its isolation, and fearing nothing in their safe retreat, spoke boldly of their plans.

Emerging from the Black Cañon, the railway climbs Cedar Divide. From here the Uncompahgre Valley, its river, and the distant, picturesque peaks of the San Juan are within full sight of the traveler. Descending to the valley, and following the river past Montrose, the Gunnison is again encountered at Delta. Thence traversing the rich farming land of the Ute reservation, the



CASTLE GATE.

road passes through the lower Gunnison Cañon, with its varied and attractive scenery, to Grand Junction, where it enters Grand River Valley. The space of over one hundred miles intervening between the Grand and Green rivers, resembles a billowy desert, and while the most uninteresting section of the route is far from dreary or monotonous. Close by on the north are the richly colored Book Cliffs, while away to the southward the snowy groups of the Sierra la Sal and San Rafael glisten in the distance. Between them may be distinguished the broken walls which mark the Grand Cañons of the Colorado, scarcely fifty miles away. Beyond Green River and Castle Valley commences the

steep ascent of the Wasatch Mountains, and the beautiful in nature again appears, the first effect being

CASTLE GATE,

guarding the entrance to Price River Cañon, and through which the railway runs into the very heart of the range. Castle Gate is similar in many respects to the gateway in the Garden of the Gods. Two huge pillars, or ledges of rock composing it, are offshoots of the cliffs behind. They are of different heights, one measuring five hundred, and the other four hundred and fifty feet, from top to base. They are richly dyed with red, and the firs and pines growing about them, but reaching only to their lower strata, render this coloring more noticeable and beautiful. Between the two sharp promontories, which are separated only by a narrow space, the river and the railway both run, one pressing closely against the other. The stream leaps over a rocky bed, and its banks are lined with tangled brush. Once past the gate, and looking back, the bold headlands forming it have a new and more attractive beauty. They are higher and more massive, it seems, than when we were in their shadow. Church-like caps hang far over the perpendicular faces. No other pinnacles approach them in size or majesty. They are landmarks up and down the cañon, their lofty tops catching the eye before their bases are discovered. It was down Price River Cañon, and past Castle Gate, that Sydney Johnson marched his army home from Utah. For miles now, and until the mountains are crossed, the route chosen by the General is closely followed. The gateway is hardly lost to view by a turn in the cañon before we are scaling wooded heights. The river is never lost sight of. The cliffs which hem us in are filled with curious forms. Now there is seen a mighty castle, with moats and towers, loopholes and wall; now a gigantic head appears. At times side cañons, smaller than the one we are in, lead to verdant heights beyond, where game of every variety abounds,

Still pushing westward, the road reaches the summit, glides down Soldier Cañon, through the Red Narrows, and into Spanish Fork Cañon, with its fresh foliage, soft contours, charming contrasts, and whispering waters. It is the resort of an artist. Suddenly the train darts out into

UTAH VALLEY,

a mountain-girded, well-cultivated park. It has an arcadian beauty, and resembles the vales of Scotland. In its center rests a lake, where

" * * * the stars and mountains view
The stillness of their aspect in each trace
Its clear depth yields of their far height and hue."

A little back from the lake stand the towns of Provo and Springville, shaded by the near peaks of the range. Utah Valley possesses a fertile soil, a delightful climate, and is one of the best farming sections of Utah. Fruit trees and grape vines grow as readily as hay and cereals. Eastward the oblong-shaped basin is shut in by the Wasatch Mountains; and on the west is the Oquirrh Range. Northward are low hills, or mesas, crossing the valley and separating it from that of the Great Salt Lake; while in the south the east and west ranges approach each other and form blue-tinted walls of uneven shape. To the left of this barrier Mount Nebo, highest and grandest of the Utah peaks, rises majestically above all surroundings. Its summit sparkles with snow, its lower slopes are wooded and soft, while from it, and extending north and south, run vast, broken, var-colored confreres; The valley is like a well-kept garden; farm joins farm, crystal streams water it; and scattered about in rich profu-



CURRECANTI NEEDLE.

sion are long lines of fruit trees, amid which are trim white houses, Nothing is harsh; the lakelights up the picture; the ranges are veiled beneath a soft haze, and in the autumn long lines of color reach from base to summit, where the frosts have painted in rainbow hues the maples, box elder, and willows.

Passing Provo, the railway leads along the banks of the river Jordan. This stream flows from Utah Lake northward into Salt Lake through a narrow channel which it has worn among the mesas separating the two basins. The Narrows, as this gorge is called, shut off the sight of surrounding mountains for a time. Sage brush grows in abundance, and the river is the home of wild fowl. All is brown, rank and lonely. But directly the road escapes from all confinement, the hills recede, and, stretching out its broad length before the observer, is

SALT LAKE VALLEY,

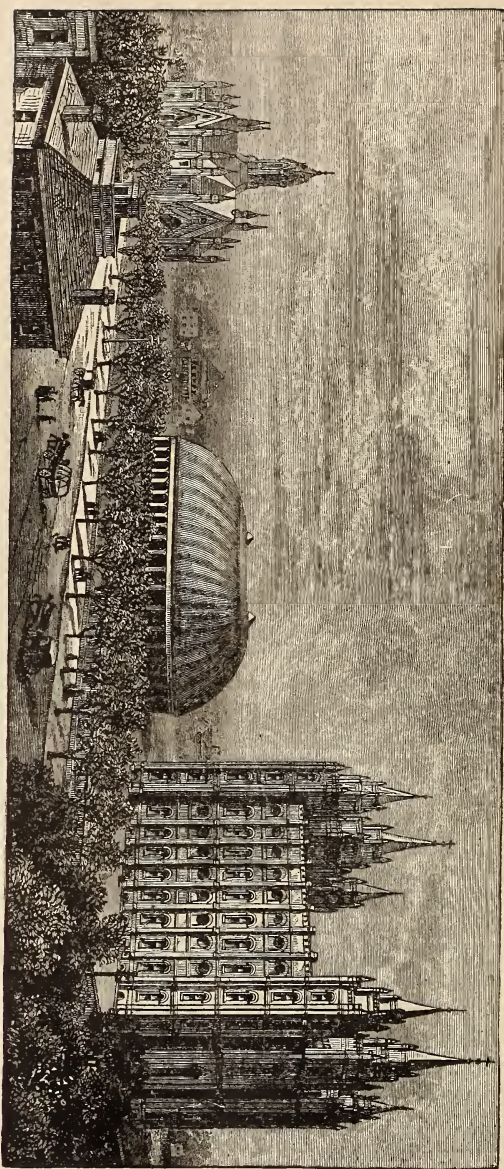
fertile as a garden. On the one side are the Wasatch Mountains, with high peaks, which grow mightier in the northward until they pierce the azure in sharp white cones. Opposite them, and forming the western limits of the valley, are the lower heights of the Oquirrh Range, from the base of which gentle slopes extend down to the banks of the Jordan. Northward, and lying cold and still, is Salt Lake, from out whose waters rise solitary mountain islands. Along the entire length of the valley there are countless farms. In some of the field are stacks of hay; in others cattle are feeding or green vegetables growing. Hardly a foot of ground remains uncultivated. In the ranges are shaded cañons, into which one may look, as the train passes, to where bright streams are flowing amid a mass of foliage. There is a wealth of coloring; bright green in the mountains; pure white on the peaks; blue in the dim distance, and nearer the traveler extended patches of yellow wheat scattered among the lesser lengths of vegetable gardens. The air is mild, and birds fill the trees. Nature seems to have smiled on the region, and basking in her pleasure the beautiful valley captivates all who see it. In such a spot might Evangeline have lived; it is the Eden of the West. At its upper end lies Salt Lake City, overlooking the lake, and pressing closely against the mountains on whose lower slopes it stands. From the Narrows the dim outlines of the city may be seen, half obscured by the thin wreaths of smoke above it, and nestling like a white patch in the landscape, under the shadow of Ensign Park, which guards it on the north. Intervening stretches the valley—

Half drowned in sleepy peace it lay,
As satiate with the boundless play
Of sunshine in its green array."

Straight up this little world of beauty runs the Denver and Rio Grande. Along its line are small villages; now a town peopled by agriculturists, who have planted shady groves about their homes; and again a place with huge smelters and furnaces, whose tall chimneys send forth volumes of flame and smoke. Gradually the lake is approached. Its placid waters reflect the clouds above, and the peaks around it. To its right is our Mecca,

SALT LAKE CITY.

It is so located as to command a view of the entire valley, both ranges of mountains, and the southern portion of the lake. The streets are wide, and lined on either side by long rows of shade trees. The business sections are well built, and the private dwellings are almost invariably situated within large squares, and have trees and lawns about them. As it is a Mormon city, the first attraction are those which the Saints have created. The Mormon Temple,



ASSEMBLY HALL, TABERNACLE AND TEMPLE, SALT LAKE,

Tabernacle and Assembly Hall occupy a large square. The Tabernacle is immense in its proportions, the roof resembling an upturned boat, and is visible from nearly every part of the city. The Temple is still unfinished, but even now its massive walls of granite bespeak the future magnificence of the edifice. Near by is the Bee Hive, once the home of Brigham Young, and opposite the house of President Taylor. The hot springs of Salt Lake are highly medicinal, and the large baths are resorted to for many ailments. Within a short radius of the city the attractions are varied and numerous. Fort Douglas, the Lake, Emigration, City, Bingham, Little and Big Cottonwood cañons are easily reached. From Ensign Peak a panoramic view of the surrounding country is had. One may look from it down the greater part of Utah's length, while near at hand lies the city and lake. The Fort is also a popular resort, and not only commands an extensive view, but affords excellent opportunities of studying garrison life. Bingham and Alta, on branches of the Denver and Rio Grande, are mining towns, where great activity prevails. The rides, drives, and rambles are innumerable. Every taste is catered to. For those who love grandeur, there are the mountains, with their narrow trails, secluded parks, wild cañons and deep gorges; for those preferring gentler aspects, the valley, glowing with freshness, affords continual pleasure; for these craving the mysterious, there is the lake, large, silent and strange. The hotels are excellent, the climate unexcelled, and days may be passed delightfully in exploring and in studying the wealth of attractions. There are theatres, reading rooms, good horses, perfect order, and universal cleanliness. Many of the private homes are palatial, and altogether the city is one of rare beauty and interest.

From Salt Lake City to Ogden, the railway traverses a narrow plain. On the one side are the dead waters; on the other the sharp peaks of the Wasatch Range. The region is highly cultivated. Farms reach their brown or green fields over its length and breadth, and little streams run in bright threads out of the mountain cañons and across the meadows. And the lake itself! Always mysterious, it appeals to the imagination of every traveler. It sleeps forever. No waves dance over it, no surf roar breaks the stillness about it. Is it sulky? one wonders. Does it recall the time when its waters covered all of Utah? Is it jealous of the mountains about it, remembering when they were battled against? What history belongs to it; why has it alone remained, part of a mighty ocean, salt and lifeless? The high peaks are radiant and full of life; but the Lake is dull and heavy. We speed past its inert masses, traverse the farms, enter an amphitheatre with mountains all around, and at Ogden say farewell to "The Scenic Route" which has brought us safely, and all too quickly, to our journey's end.

No one can better understand the incapacity of our language for adequately portraying the marvels of Nature than the traveler over the Denver and Rio Grande Railroad. What then can be the effect upon a stranger of what is at best but a faint attempt at the indescribable? Glowing words cannot so stimulate the imagination that disappointment will follow a personal visit. In this respect it is unlike any other anticipation. It remains, therefore, to advise all overland travelers to so plan their journeys as to include this marvelous experience. Through tickets via the Denver and Rio Grande may be secured everywhere, and any desired information concerning this extensive mountain system will be furnished cheerfully by

S. K. HOOPER,

General Passenger and Ticket Agent.

DENVER, COLO.

THE CENTRAL PACIFIC RAILROAD.

Following the description of the route over the Union Pacific and Denver & Rio Grande Railroads from Ogden, the traveler to California will go over the Central Pacific, which is the continuous route. Many readers will remember the driving of the last spike, which was done in May, 1869, thus forming a perfect iron highway from ocean to ocean. This occurred about 50 miles west of Ogden, although the commissioners fixed the terminus of each line at Ogden.

From Ogden westward the road winds around the head of the

GREAT SALT LAKE,

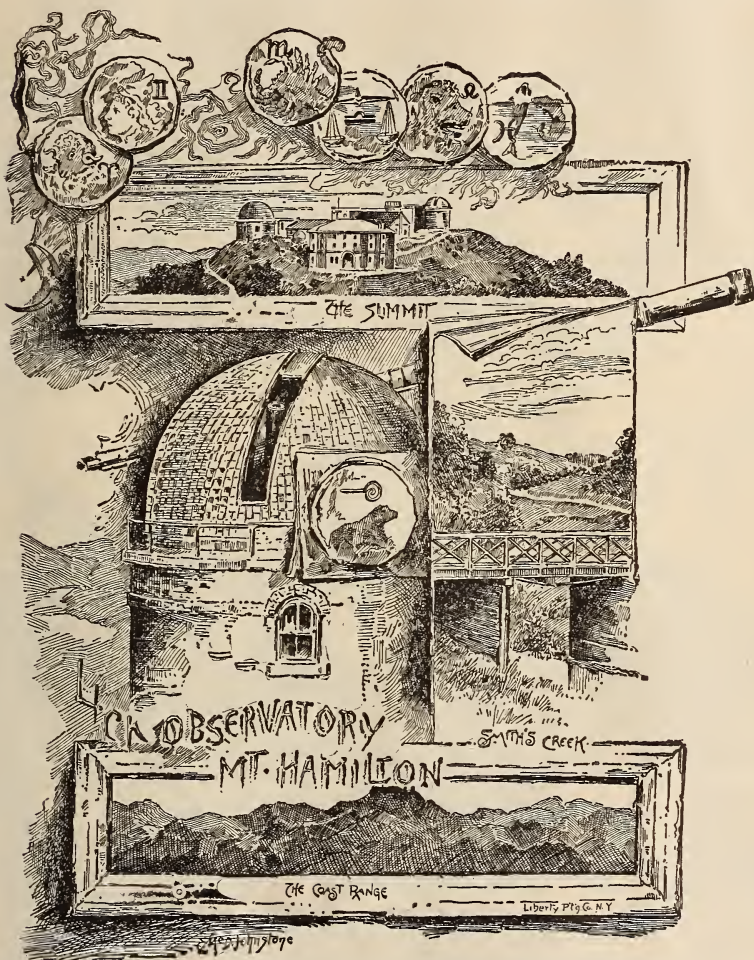
and for many miles the traveler is within sight of this famous body of water, which is so impregnated with salt as to make it impossible for one to sink in it, hence there is no record of any person ever having been drowned in it. The country hereabouts is mountainous, and is utilized as a vast pasturage for thousands of cattle. The elevation above sea level of the road through this country varies from 4,000 to 5,000 feet, the lake itself being some 4,200 feet elevation. Promontory and Corrinne are the two prominent towns in Utah through which the road passes. Elko is the first town in Nevada of any importance, although there are others, such as Pallasades, Battle Mountain, Minnemucca, Wadsworth, Reno and others. At Pallasades the Humbolt River passes through a range of mountains, and the railroad following the windings of the stream, is between the two high walls which almost shuts out the sunlight. The scene is one of the attractions for lovers of the wild, wierd and beautiful. While the traveler passes along this route the softest tints can be seen on the landscape, and the coloring of the skies at sunset or sunrise is something wonderfully beautiful. At Pallasades a narrow gouage road leads off to the silver mines of Southeastern Nevada.

Remnants of the once powerful Piute tribe of Indians are now observed at nearly every station, but the noble red man has deteriorated into a very ordinary and very dirty bummer.

After passing Pallasades the road runs through a wide valley, following still very nearly the old emigrant trail, and within sight nearly all the time of the Humbolt River, and at last the river forms into a wide, shallow lake called the sink, for as it can't find a way through the Sierra Nevada, it sinks out of sight, and the queer spectacle is presented of a lake with a river pouring in a volume of water constantly and no outlet. The land in this vicinity is good pasturage, but until some system of irrigation is inaugurated, can not be farmed successfully. At Humbolt station the traveler will find a veritable oasis in the desert. Water has been piped down from the mountains and the land irrigated, and a fine orchard has been grown, shade trees, flowers, grass and grain. A good meal is always to be had here at the station eating house, as well as at Reno, where trains always stop for meals. At Truckee there is a

fine town, built on the river of the same name, and now we are coming to the Sierras which loom up grand and stern ahead of us, their sides covered with dark pines, and over all a beautiful purple haze seen nowhere else.

After passing Reno a few miles we begin the ascent of the mountains. The road is covered for miles with snow sheds to protect it from the vast bodies of snow which cover these mountains in winter. One of the beautiful sights



visible from the train is Donner Lake, a little gem of beauty, its waters sparkling like molten silver, and the mountains and trees mirrored on its glassy surface. It is celebrated for the reason that a party of emigrants as early as 1846, en route to California, camped here late in the season one night, and the next morning such a furious snow storm was progressing that it was deemed best to await its subsidence, but it did not subside very soon, and the poor wretches were starved to death before aid could reach them, except two men. It is stated that the snow in this little valley was 40 feet deep. The family was named Donner, hence the name.

The summit of the Sierras being passed, the transition from winter to a land of perpetual summer is something wonderful. The traveler will notice that



VIEWS ON THE CENTRAL PACIFIC R. R.

as the train rushes westward the snow gets thinner and thinner until before he reaches

CAPE HORN

it is all gone. The scene from Cape Horn is one which always delights the traveler, and is one of great beauty. Passing Cape Horn you soon reach Colfax from which a narrow guage line runs to Grass Valley and Nevada City. On down you go passing Auburn and New Castle, great shipping points for all kinds of fruits grown in this vicinity, Then we come to Rocklin; see the orange trees near station. Roseville Junction, where the line to Oregon joins the C. P., and leading off up the great valley of the Sacramento. Twenty miles further to Sacramento, the capital of California, you are now in sun-land, amid fruits and flowers, and experience the novelty of summer in January. From here it is 90 miles to San Francisco, to which city you can go either via Stockton or down the Suisun Valley. Either way is a delightful ride. The C. P. R. R. is controlled by the Southern Pacific company which company also operates the Southern Pacific Railroad from San Francisco to New Orleans via Los Angeles; also the line to Monterey, Santa Cruz, Templeton, to Santa Barbara, up the west side of the Sacramento, and in fact nearly all the roads in the State of California.

Traveling is cheap within the state, and hotel bills not so great as in many Eastern States.



APPENDIX.

RETAIL PRICES IN INTERIOR TOWNS.

Farm Wagons from \$100 to \$125 according to size. | Spring Wagons from \$125 to \$150 according to size.

CHILLED PLOWS.

Two-horse Plows \$13 00 | Three-horse Plows \$15 00

STEEL PLOWS.

Two-horse Plows \$14 00 | Three-horse Plows \$16 00

MOWING MACHINES.

"Buckeye"..... from \$85 to \$100	Horse Rakes (sulky) ... from \$32 to \$35
"Woods"..... from 85 to 100	Horse Rakes (common)..... from 8 to 10
"McCormick"..... from 80 to 90	Garden Cultivators..... from 5 to 12
"Randolph" Headers (10 ft.) 300	Small Harrows..... from 12 to 15
"Haines" Headers (10 ft.) 300	Spades, Shovels and Hoes... from 75c to 1
Header Trucks \$85 to 100	

CLOTHING.

Men's Cotton and Wool Cassimere Suits..... \$8 00	Men's all Wool Diagonal Suits, (sacks and frocks)..... \$9 00
Men's all Wool Cassimere Suits, \$10 00, 12 00 and 15 00	Men's Overalls 50c to 75c
Men's Chinchilla Sack Coats..... 5 00	Men's all Wool Pants..... \$2, 2.50, 3.00
	Men's heavy Overcoats... \$5 to 15 00

BOOTS AND SHOES.

Men's full stock Kip Boots, \$2.50 to 4 50	Misses' Calf Shoes..... 1 25
Men's full stock Calf Boots 3.75 to 5 00	Ladies' Calf Shoes..... \$1.25 to 1 50
Boy's full stock Calf Boots 1.75 to 3 00	Ladies' French Kid Shoes 2.00 to 2 50
Children's Calf Shoes 90c to 1 00	Ladies' Pebble Goat Shoes. 1.25 to 1 75
	Children's low Shoes..... 50

DRY GOODS.

Double width Sheeting, .. 20c to 25c per yd.	Table Linens..... 20c, 25c, & 30c per yd
Pillow Case Muslin 12½c per yd	Linseys 12½c per yd
1 yd wide Muslin..... 7, 8, 9, 10c per yd	All Wool Flannels ... 25c, 30c and 35c per yd
Heavy single width Dress Goods 12½c to 15c per yd	Heavy Cassimeres . 50c, 60c and 75c per yd
Black and colored, double width Cashmeres, 37½c to 50c per yd	Cottonades 20c, 25c and 30c per yd
Black Alpaca..... 15c per yd	Double width Waterproofs 50c per yd
	Blankets \$1.90 to \$3.00 per pair

GROCERIES.

Codfish 7c per lb	Sweet Potatoes, per 100 lbs..... 90c
Salmon ½ bbl \$5.00	Cabbage, per 100 lbs 80c
Oysters, 2 lb. can \$2.25 to 2.75 per doz	Flour (patent roller) per 100 lbs \$2.25
Salmon, 2 lb. can \$2.25 to \$2.50 per doz	Corn Meal, per 100 lbs 2.25
Peaches, 2 lb. can \$2.50 to 3.00 per doz	Raisins, per box..... \$2.25 to 2.50
Currants, 2 lb. can \$2.75 per doz	Stock Salt, per 100 lbs 50c
Green Corn, 2 lb. can \$1.75 per doz	Liverpool Salt, per 100 lbs..... 1.20
Tomatoes, 2 lb. can..... \$1.25 per doz	Washing Soap, per lb..... 5½c
Green Peas, 2 lb. can..... \$1.75 per doz	Castile Soap, per lb..... 10c
Lard..... 10c per lb	Corn Starch, per lb 10c
Lard Oil..... 85c per gal	Sugars, Gran. "C." per lb 7c
Castor Oil..... 1.75 per gal	Crushed Sugar, per lb. 9c
Coal Oil (No. 1) 27½c per gal	Granulated Sugar, per lb..... 8½c
Onions, per 100 lbs 5c to 80c	Syrup, per gal 55 to 65c
Irish Potatoes, per 100 lbs 50c to 60c	

FURNITURE.

Bedroom Suits (cottage style)..... \$25.00	Bedsteads (cottage style)..... \$5 to \$7.00
Bedroom Suits, walnut 60.00	Chairs, wood seats 75c
Bedroom Suits, oak or ash..... 40 00	Chairs, cane seats \$1.00 to \$1.25
Parlor Suits..... 60.00	

CARPETS

Extra, 2-ply, all Wool, per yd 85c	Ordinary Brussels, per yd 75c to 90c
Ingrain Carpets, per yd 25c to 50c	

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❧ CALIFORNIA ❧

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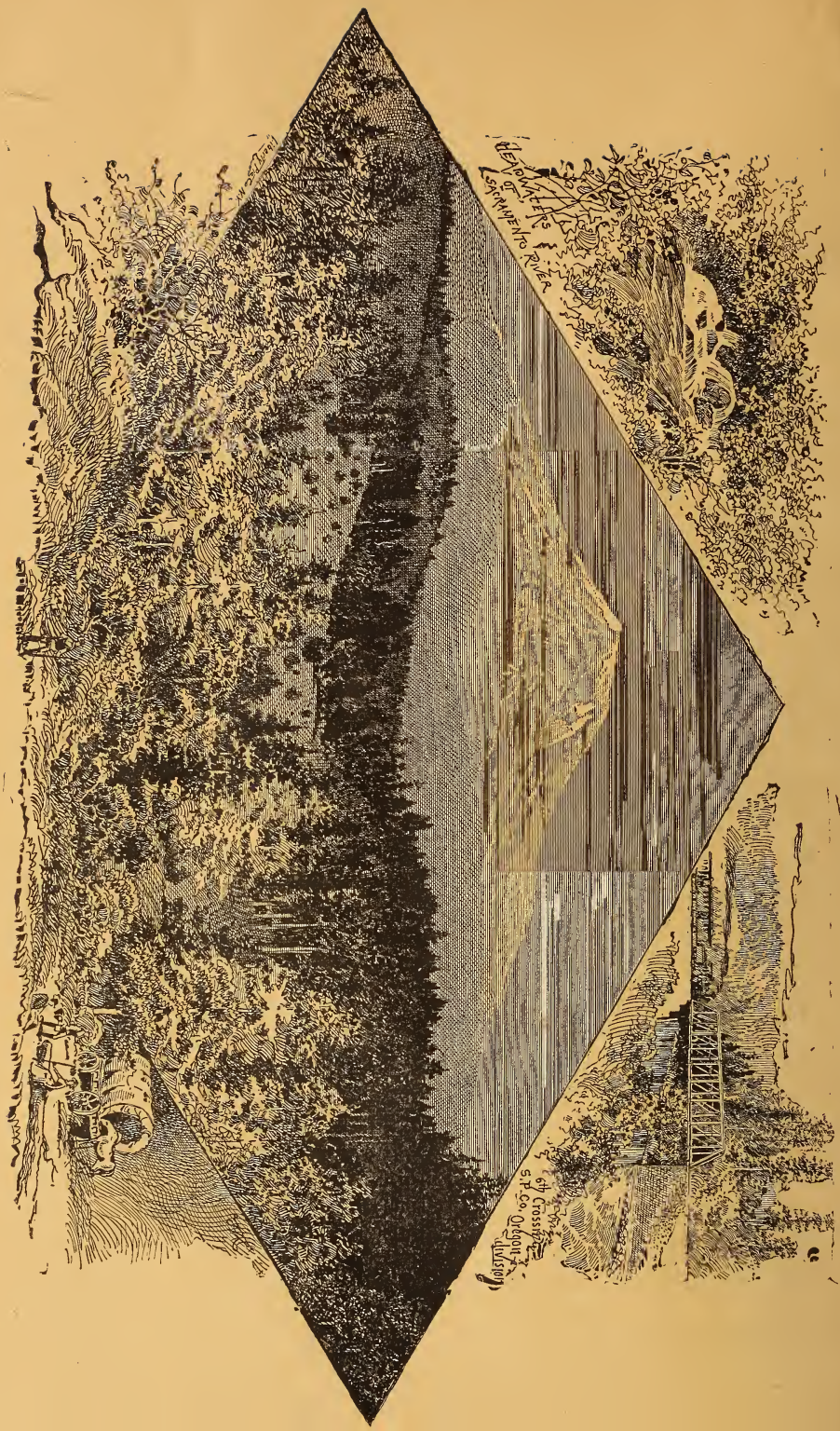
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